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[a351]

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1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
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Hongkong, 1st September, 1910. [a43]

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news of the day should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On January 2nd, at 6A, Hongkong Road, Shanghai, the wife of F. HAYLEY BELL, Chinese Customs, of a daughter.

HONGKONG OFFICE: 10A, DES VUE ROAD C
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The Daily Press.

HONGKONG, FEBRUARY 2ND, 1911.

THE telegrams we published yesterday morning—one from London, the other from Peking—announcing that the visit of H.I.H. the Crown Prince of Germany to the Far East is abandoned and that His Imperial Highness will return to Germany from Calcutta, will cause keen disappointment in all the countries His Imperial Highness had intended to visit, for in many places arrangements for the entertainment of the Imperial visitor were well advanced. According to the programme, His Imperial Highness was to leave Calcutta in the middle of the present month on board H.G.M.S. *Gneisenau* for Singapore, thence proceeding, after a stay of three days, to Bangkok. After spending a week in Siam, the Prince intended to proceed to Java, remain there a week and then come on to Hongkong in the middle of March, spending five days here, including a visit to Canton. From Hongkong His Imperial Highness purposed going to Shanghai, and thence to Kiochow. By the middle of April, according to the programme, he was to be in Peking, stay in the Chinese capital ten days, proceed thence to Japan to stay two weeks, and then return to Berlin by the Siberian railway, reaching

home about the middle of May. By the advice of the Chancellor, His Imperial Highness has been obliged to abandon—or perhaps we should say postpone—a most interesting trip almost at the very commencement of it. Great as the disappointment will be in the several ports and capitals that the Prince intended to visit, it can well be imagined that no one can regret the circumstance more keenly than himself. We can only hope that the duration of the terrible epidemic of plague in the North will not be as long as the decision taken at Berlin anticipates. It is satisfactory at the beginning of the Chinese New Year, when thousands of people are moving from place to place, to learn from the telegrams that more favourable reports are reaching Peking from everywhere. It is however too much to hope that the scourge can be completely eradicated in the space of two or three months and when we bear in mind that wherever the Prince travelled crowds would be sure to collect, we cannot question the wisdom of the decision to abandon the tour; for we can all realise how great would be the danger of contagion should a few plague-stricken people happen to be among the crowds, and how grave would be the anxiety of the noble army of self-sacrificing men who are risking their lives in the effort to check and exterminate one of the most terrible scourges which afflict the human race.

THE British Consul-General's Report on the Trade and Commerce of the Philippine Islands for the year 1909 makes a belated appearance, having only just been received, but it is a report of special interest inasmuch as it shows the immediate influence of the "Payne-Aldrich" Act upon the trade of the islands. This Act provides for the admission into the Philippines duty-free of all goods (except rice) which are the growth, product or manufacture of the United States, provided that that they are shipped direct in one bottom, and similarly, under certain restrictions, all goods (except rice) the growth, product or manufacture of the Philippines are admitted free of duty into the United States. This Act was in force during the last five months of the year 1909 and the British Consul-General reports that it has naturally had a great effect in stimulating the trade between the two countries. For the last three months of the year both in imports and exports the increase was over 90 per cent. compared with the returns for the corresponding three months of 1908. The result has been that the United Kingdom has ceased to hold the leading position either in imports or exports. In the import returns the United Kingdom is shown to have sent £200,000 worth less than the United States, while in the case of exports, the United States took £3,000,000 worth as against rather more than £1,000,000 worth sent to the United Kingdom. Decreases in the British imports were experienced in cotton cloths, yarn and damasks, bar iron, rails, condensed milk, and copper and copper manufactures. Increases are shown in bread and biscuit, tulle and lace, wearing apparel, india rubber and manufactures, iron sheets, linseed oil, paints, silk velvet and plushes, soap, and malt liquors (mostly stout). In exports a considerable decline in the trade with the United Kingdom was experienced in hemp, also in cigars, while sugar and cocoanut oil have disappeared altogether. Copra and Magney, however, show increases. While imports from Hongkong show a slight increase, exports show a decrease as compared with 1908 of £77,712, due principally to the prohibition of transhipment under free trade with the United States. This decrease was almost entirely due to the lessened sale of cigars. Germany's trade showed an improvement due to an increase of 87 per cent. in exports (notably copra). The trade of France showed improvement both in imports and exports; so also did the Spanish trade. Imports from the Chinese Empire (cotton knit fabrics, eggs and lard) showed an increase in value of £108,107. Exports to China remained stationary. Imports from Japan showed an increase of £28,427 in cotton cloths, and (owing to the coal strike in Australia) of £8,632 in coal, while in cotton yarn and thread the decrease amounted to 50 per cent. Imports from Switzerland, which consist mainly of cotton cloths and cotton yarn and thread, fell off to the extent of £31,177 in value. Some interesting observations are made in the Report on the agricultural resources of the islands. The United States Tariff Act, Mr. PHIPPS says, has undoubtedly done much to stimulate the cultivation of sugar, cocoanuts, tobacco, &c., though "it cannot be said that, generally agricultural conditions in these islands are very satisfactory." The Consul quotes the Governor-General as saying that the great

obstacles in the way of agricultural progress have been "rinderpest, locusts, roads and titles." Mr. PHIPPS adds that a further difficulty is the scarcity and unreliability of native labour. "This is, indeed," he says, "probably the greatest obstacle in the way of larger investments of American and other capital in agricultural enterprises. A large company in the Island of Mindoro complains that while it requires labourers by the thousand it can only obtain a few hundred." He mentions that the re-admission of Chinese has been strongly urged in many influential quarters, but concludes that the strong feeling in United States against this being done would effectually prevent Congress from sanctioning any such measure. The Consul-General, however, expresses the opinion that unless a proper supply of labour is forthcoming, comparatively little can be done to develop the vast resources of the islands. This opinion is, we know, very widely shared by American residents in the islands. There can be no doubt that there are great possibilities of development in many directions in the Philippines if only ample and efficient labour be available. Considerable attention has been paid of late to the cultivation of rubber in the islands, with very satisfactory results. Much attention has also been given by the Bureau of Agriculture to investigations with the object of reviving the sericultural industry in the islands, and the Report tells us that the experiments made have been attended with considerable success. Mr. PHIPPS mentions that there is in the islands a large demand for raw silk, which is supplied at present principally from China, for the manufacture of "jusi" cloth and other native fabrics. It is evidently thought that there are great possibilities for this industry in the islands. As most readers are aware, the United States is a heavy buyer of raw silk from China and Japan, and if this valuable industry could be developed to the extent which the Bureau of Agriculture thinks possible, the Philippines might become a serious competitor not only in the United States market but in that of France also. Mining enterprise, notably in gold, coal and oil, also appears very promising. One cannot but be impressed with the rich potentialities of the islands which the investigations and experiments of recent years have revealed. Every new enterprise on a big scale, however, means a new demand on the limited supply of efficient labour in the islands, and it becomes increasingly evident that so long as the Government of the United States adheres to its policy of excluding Chinese or other foreign labour from the islands, the development of all this potential wealth must be comparatively slow. The trade returns for 1909 appear to be highest on record, and everything points to their steady if slow increase.

We are requested to state that Lady Legard will be at Home as usual on Fridays during February.

Messrs. H. Robitsek and Reis announce the transfer of their business to Messrs. Bume and Rief.

It is notified in our advertisement columns that the Hongkong Agency of the Toyo Kisen Kaisha's San Francisco line was taken over on the 27th ult. by Mr. K. Matsuda.

Mr. G. A. Woodcock, first clerk at the Magistracy and secretary to the Licensing Board, leaves for Home on the 14th inst. on eight months' leave.

At the Magistracy yesterday Mr. Wood sentenced a native to three months' imprisonment with hard labour for stealing clothing and other articles to the value of \$4 from a matched behind the Yau-mai School.

During last week five cases of small-pox (all Chinese) were notified in the Colony. All occurred in the city of Victoria, and four of the cases proved fatal. There were two British cases of diphtheria, and no Chinese and one British case of enteric fever.

We understand that the piece of Crown land above Victoria Battery which is advertised for sale is being put up by Messrs. Danison, Ram & Gibbs, on behalf of the London Missionary Society, and is to be utilised for the purposes of a hostel in connection with the University.

The Committee on Navigation of the Philippines Assembly has introduced a Bill as a substitute for three others introduced providing for the establishment of a nautical school in the Philippines. The new school is to be under the direction of the director of navigation.

Baron Abo, who has been commander of the Japanese cruiser *Akikabushima*, headed over yesterday to Captain Kato, who arrived from Japan via Formosa. Baron Abo has been appointed to the staff of the Commander-in-Chief of the squad on which accompanies H.I.H. Prince Fushimi, who will represent the Emperor of Japan at the Coronation of King George.

A Chinese who snatched \$38 from a com-patriot in Queen's Road Central on Tuesday was charged before Mr. Hallifax at the Magistracy yesterday, found guilty, and sentenced to twelve months' imprisonment and six hours' stocks.

The second officer of the steamer *Norwegian* was charged before Mr. Hallifax at the Magistracy yesterday with assaulting the motor man of a tramcar, and with refusing to pay his fare. On the first charge he was fined \$20, and on the second he was discharged.

The return of visitors to the City Hall Library and Museum for the week ending the 29th January shows that of non-Chinese there were 316 to the Library and 199 to the Museum, and of Chinese 122 to the former and 2,846 to the latter. The Library was, therefore, used by 438 persons and the Museum by 3,045.

Mr. Ivan Chen, after ten years' service in the Chinese Legation, London, left on January 5th for the Foreign Office in Peking. Accompanied by Mrs. Chen and the members of his family, he travelled from Fenchow-street by the 20 minutes past 4 boat train to the Royal Albert Dock, and embarked in the steamship *Hirano Maru* for China. At the station to see him off were the Chinese Minister, Miss Lui (daughter), Sir John McLeary Brown, Mr. Chih Kwei, Mr. Y. H. Tsau, Mr. Low ya Chin, Dr. Morrison, the personnel of the Legation, the Chinese Consul-General, and a number of Chinese students and friends.

HONGKONG LICENSING BOARD.

A meeting of the Licensing Board was held yesterday afternoon at the Colonial Secretary's Office to consider an application from Jesse Ross Lee for a publican's licence in respect of the premises Nos. 11 and 13, Nathan Road, Kowloon, under the sign of "The Station Hotel." The Hon. Mr. W. Brewin, Registrar-General, presided, and the others present were Hon. Mr. E. Osborne, Hon. Mr. Messer, Messrs. Murray Stewart, Sholto Hooper, T. F. Hoogh, A. Mackenzie and R. H. Craig, with Mr. G. A. Woodcock, secretary.

The Chairman read the notice stating that H. E. the Governor has been pleased to appoint him temporarily as chairman of the Board.

The police report having been read, the applicant was called in and questioned.

Mr. Hooper—Did we not grant the licence for these premises to somebody else a little time ago?

Applicant—The person died.

Mr. Hooper—Therefore this application is for a transfer to you?

Applicant—But he did not take it up.

Mr. Hooper—It was never taken up?

Applicant—The house was not ready.

Mr. Hooper—Have you held a licence before?

Applicant—No.

Mr. Hooper—When will the house be ready?

Applicant—March 1st.

Mr. Hoogh—This is granting a licence to previously unlicensed premises?

The Chairman—Yes.

Mr. Stewart—The premises are already licensed, but to another man.

Mr. Hoogh—But the licence has never been used.

The Secretary—The business has never been commenced.

The Chairman—Really what we are considering is the fitness of the applicant.

The Board considered its decision *in camera* and agreed to grant the application.

ALLEGED THEFT ON A FRENCH STEAMER.

While the French steamer *Touareg* was on a voyage from Kwongchow to Hongkong about \$2,000 in money was stolen from a passenger. When the vessel arrived in port she hoisted the police flag and Sergeant Davis went on board and arrested three Chinese members of the crew who were accused of stealing the money. The Sergeant also made a search of the vessel and found \$300 concealed in one of the lifeboats. The suspects were charged before Mr. E. R. Hallifax at the Magistracy yesterday afternoon. M. Liebert, Consul-General for France, asked His Worship to try the case. He explained that he was the only person competent to deal with a case of indiscipline on board, but he had no power to deal with a case of theft.

His Worship pointed out that the local police had no jurisdiction in the matter. The defendants were Chinese subjects. The ship flew the French flag, and the offence was committed on the high seas.

M. Liebert stated that the ship was on a voyage to Hongkong, and the money stolen was to be delivered in Hongkong. He was agreeable that the case should be tried in Hongkong, but the men could not be kept imprisoned on board the ship without a warrant from the Magistracy. Therefore he asked the Court to keep the defendants in prison here until they could be sent on to Haiphong.

His Worship said he had no jurisdiction of any kind in the case.

M. Liebert thought in the circumstances that the only thing that could be done was to apply for the extradition of the prisoners.

The Court then adjourned to consider the matter, and on resuming it was intimated that the extradition of the accused would be sought.

"WIRELESS" IN THE FAR EAST.

Germany is erecting a wireless station at Tsingtau, which, although it will be primarily a naval post and in charge of a naval officer, will be available for general purposes, and will probably prove of great value to shipping. The installation will be a high powered one, and its radius will embrace practically the entire area of the Chinese and Japanese Seas.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.][REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS"]

A NEW BRITISH NAVAL BASE.

LONDON, February 1st.
The Admiralty is considering the advisability of making Harwich a strong naval base.

THE GERMAN INCREMENT
TAX.

EXEMPTION FOR MEMBERS OF
REIGNING HOUSES.

LONDON, February 1st.
The Reichstag by 166 votes to 138 has passed an amendment exempting the reigning Princes and Princesses from the operation of the Increment Tax.

CANADA AND CHINESE
IMMIGRATION.

PREMIER FAVOURS ABOLITION OF
HEAD TAX.

LONDON, February 1st.
An Ottawa telegram states that Sir Wilfrid Laurier, the Premier, speaking in the House of Commons, said he favoured the abolition of the head tax of \$500 on Chinese immigrants and the substitution thereof of an arrangement with China similar to that with Japan for the restriction of immigration.

The Premier added that notwithstanding the tax, 1,500 Chinese entered Canada in 1910. On the other hand the agreement with Japan had worked admirably.

THE GERMAN CROWN PRINCE.

LONDON, February 1st.
A message from Berlin states that owing to the plague outbreak in Manchuria the German Chancellor, Dr. von Bethmann-Hollweg, has been compelled to advise the Kaiser that the Crown Prince should abandon his tour to the East and return to Germany from Calcutta.

Regrets have been officially expressed to the Courts of Bangkok, Peking and Tokyo, also to the Netherlands and the United States, whose Colonies the Crown Prince intended to visit.

THE FORTIFICATION OF THE
SCHELDT.

HOLLAND DECLINES.

LONDON, February 1st.
A report from Rotterdam states that it has been intimated semi-officially that Holland will decline any proposal for an international conference, or negotiations for the fortification of the river Scheldt, as the question is too thorny, and dangerous to international peace.

[The Scheldt rises in the French Department of Aisne, flows mostly North-East through the Department Nord, passing Cambria and the Belgian provinces Hainaut and East Flanders to Antwerp, where it turns North-West and enters the North Sea in the Dutch province Zeeland. It is navigable for large ships to Antwerp.]

PLAGUE IN THE NORTH.

LONDON, February 1st.
A message from Peking states that more favourable reports concerning the plague are being received from all quarters.

SMALL-POX IN THE PHILIPPINES.

Wonderful results, reports the British Consul General, have been obtained by means of compulsory vaccination in reducing this disease from a real scourge to mere sporadic cases among the unvaccinated. During the year ended June 30, 1909, 1,817,872 persons were vaccinated, and examinations made when the disease has reappeared in localities where a thorough system of vaccination has been carried out effect prove that the disease in such localities is practically confined to children born since the vaccination in those localities was performed, to persons who escaped the vaccinators and to unvaccinated persons from other districts.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.][REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS"]

PLAGUE IN THE NORTH.

PEKING, February 1st.
Six deaths are reported in Tientsin and one in Peking. All these were natives who had been in contact with plague cases and had been isolated. The condition in Manchuria is practically the same. The keenest disappointment is expressed among Chinese at the news that the visit of the German Crown Prince has been abandoned.

[FROM THE "N.C. DAILY NEWS"]

THE PANAMA CANAL.

LONDON, Jan. 23.
Dispatches from New York state that President Taft, addressing the Pennsylvania Society of New York in reference to the proposed international agreement to secure the neutrality of the Panama Canal, asked: "After expending five hundred million dollars to make our national defence easier, are we to surrender half the military value of the Canal by giving the benefit to any nation seeking to destroy us?"

[FROM THE "MANILA CABLENEWS"]

FREE TRADE WITH CANADA.

Washington, Jan. 27th.
President Taft has addressed a message to Congress on the matter of trade relations with the Dominion of Canada. In his message President Taft recommends that absolute free trade be established with the Dominion in all cases where it is at all practicable.

This recommendation of the President is meeting with very bitter opposition from some quarters, and it is anticipated that when the matter comes before Congress in the form of a Bill, as is expected shortly, it will precipitate a sharp fight between its sponsors and the ultra-protectionists.

AMERICA AND JAPAN.

Washington, Jan. 17th.
The Press of the country is discussing warmly the proposed contents of the new treaty being negotiated with Japan by the Administration. It has leaked out that the treaty now being negotiated provides for the admission of Japanese labourers into the United States and is said to be otherwise conciliatory to the Japanese.

The Press of the Pacific coast is greatly exercised over the announcement, and the Pacific coast delegation in Congress is preparing to combat the ratification of the treaty when it comes before the Senate.

JAPAN'S DOMINATION OF THE
PACIFIC.

Washington, Jan. 25.
United States Senator Elihu Root discussing the question of the relations between the United States and Japan, yesterday made the prediction that Japan would dominate the Pacific Ocean in spite of the activities of any other nation. Senator Root asserted that the geographical situation of the Japanese and their energy and political position as the leader of the coloured races made it inevitable that they should control the Pacific as completely as European nations and their western colonies now dominate the Atlantic to the exclusion of the Asiatic people and their commerce.

CRICKET.

KOWLOON "A" v. R.A.M.C.
This match was played at King's Park on Tuesday. Scores—

R.A.M.C.—FIRST INNINGS.	
Major Penny, c. Mackenzie, b. Brett	32
Capt. Warring, b. Curwen	0
Sgt. Warwick, b. Curwen	13
Sgt. M. S. Davies, b. Curwen	16
P. B. Annesley, c. sub, b. Annesley	14
P. B. Annesley, b. Davies	14
P. B. Annesley, c. sub, b. Annesley	13
P. B. Annesley, c. sub, b. Annesley	0
Sgt. Wills, c. Moad, b. Brett	1
P. B. Annesley, c. sub, b. Annesley	7
P. B. Annesley, c. sub, b. Annesley	8
Sgt. Prince, not out	10
Extras	10

Second Innings 105 for 9 wickets.
R.A.M.C.—SECOND INNINGS.

J. P. Robinson, b. Davies	31
J. H. Moad, b. Riley	26
T. Cher, c. Stammers, b. Riley	22
Wm. Curwen, b. Davies	20
P. B. Annesley, b. Davies	31
Major Kirk, c. Hough, b. Riley	14
Major Watling, c. White, b. Riley	7
N. L. Ralston, b. Davies	8
O. S. Williams, b. Davies	1
J. F. MacKenzie, not out	6
L. E. Brett, did not bat	1
Extras	6

Second Innings Kowloon 56 for 7 wickets.
Bowling Analysis.

	O.	M.	R.	W.
Curwen	18	1	49	3
Mackenzie	9	2	15	6
Brett	11	0	29	3
Annesley	5	1	16	3
Robinson	1	0	8	1

SUPREME COURT.

Wednesday, 1st February.
IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND
(ACTING PRINCE JUDGE).

LANDLORD AND TENANT.

John Tatem, hotel runner for the King Edward Hotel, sued L. A. Boulter, inspector in the Naval Yard, for \$25, being one month's rent for a portion of 176, Queen's Road East. Mr. J. H. Gardiner appeared for the plaintiff and Mr. Boulter for the defendant. Mr. Boulter, who had been let to the defendant since September, 1908, and defendant was in occupation until 3rd August last. No notice was given of the intention to leave, and defendant left on the 3rd August without giving notice and having only paid the rent for the month of July. Plaintiff was now seeking to recover the \$25 for the month of August. Four dollars and three cents had been paid into Court with denial of liability.

Mr. Harris said his case was that on the 5th August plaintiff had resumed possession of the premises and let to another tenant.

Plaintiff in his evidence deposed that he was the tenant of the first floor of No. 176, Queen's Road East, which contained eight rooms. He let two rooms to defendant about eighteen months ago at the agreed monthly rental of \$25. Defendant vacated the premises on the 3rd August without giving notice written or verbal, and the premises were not let to anybody else for the month of August.

In cross-examination plaintiff said that before the premises were let in 1908 defendant had been boarding with him. The arrangement was a new one by which defendant, became tenant of two rooms. No notice of intention to leave was given to him and he did not think that any notice was given to his wife. In the interview which took place on the 3rd September with defendant he saw both Mr. and Mrs. Boulter. Mr. Boulter asked if he had come to collect the rent and witness replied that he had. Mr. Boulter said, "I'm afraid you won't get it." Witness replied that he would try to get it. Mr. Boulter made the remark that his (plaintiff's) wife was fond of going to Court, and he answered that she was not, but all the same she had a perfect right to go there if an injustice was done her. Neither Mr. nor Mrs. Boulter gave any reason why they would not pay the rent.

They did not say you had let part of the premises?—Yes, Mr. Boulter said he understood part of the premises were let.

Did you instruct your solicitor to write a letter to Mr. Boulter?—Yes.

Why did your solicitor in that letter say that the premises should have been vacated on the 1st August?—I do not know why he should have said that. I did not see the letter.

Your solicitor was wrong?—Yes.

Do you or your wife arrange about the letting of the rooms?—I arrange it with my wife.

Does your wife take in the tenants?—I probably see them at the same time.

Your wife really manages that part of the business?—She does.

Plaintiff then said in answer to further questions that his wife had taken one of the rooms on 5th August and let it.

Mrs. Tatem gave corroborative evidence. Neither defendant nor his wife gave notice before leaving the premises.

Cross-examined: Did Mrs. Boulter give you any notice written or verbal?—Mrs. Boulter said to me on the 29th July that she was leaving the house very shortly. I said, "Yes, so have her."

So you did hear it?—I had heard that they were house-hunting.

Witness stated that on the 19th August Mr. Neubronner and other two gentlemen who were previously in the house took the large room vacated by the defendant.

Why didn't you keep those rooms vacant till the end of the month?—Why did he leave me without notice?

Mr. Harris—I don't know.

Re-examined:

One room was vacant until the end of August?—Yes.

Mr. Gardiner said there appeared to be a termination of the agreement so far as the large room was concerned, but the plaintiff should succeed for the rent of the large room for five days in the month of August and in respect of the small room the rent for the whole month.

Mr. Harris said the Apportionment of Rent Ordinance was passed because prior to that time rent could not be apportioned at all. A person either got the whole thing or nothing. The existing Ordinance says that rent shall accrue from day to day, but it nowhere says it shall accrue from room to room.

His Lordship—You mean that the tenancy must be for the two rooms?

Mr. Harris—Yes.

His Lordship—Isn't the whole point I have to decide whether I can apportion the rent?

Mr. Harris—Yes.

His Lordship reserved his decision.

THE OPIUM TRAFFIC.

The British Medical Journal says that an international congress for the organization of measures for the suppression of the opium traffic will be held at The Hague on May 20. Among the nations which will take part are Great Britain, the United States, France, Germany, Italy, the Netherlands, Portugal, Russia, Japan, China, and Siam. Great Britain will propose that morphine and cocaine should be included in the prohibitive enactment, and this proposal will, it is said, be supported by the United States.

THE FORTHCOMING RACE MEETING.

TRAINING NOTES.

We are now within a fortnight of the annual race meeting held under the auspices of the Hongkong Jockey Club, and training on the race course at Happy Valley is in full swing. The races take place on Tuesday, Wednesday and Thursday, the 14th, 15th and 16th inst.

There were many spectators, including about half a dozen ladies, at the races yesterday morning before breakfast to witness the gallops. Rain had fallen during the night, consequently the course was very wet, but the going was not heavy. Some very good times were recorded.

The most notable performance was that done by Mr. F. B. Marshall's Derby griffin, Willow Tree, which went a mile and a half in 3:27.4, finishing strong and doing the last quarter in 29.4. Apple Tree also went over the mile and a half. Unfortunately the start was unobserved, but the last mile and a quarter was done in 3.1, last quarter 30 secs. Coronation Rose went the mile and a half in 3:32.3, last quarter 32.3. Aurora Rose covered the distance in 3:29, last quarter 34 secs. According to present showing, Willow Tree looks like the Derby winner, but it is too early to be confident yet. We may expect to see the Roses showing up better before the races.

Mr. Vida of Shanghai was riding for Mr. Marshall. Mr. Burkill, who will, as usual, ride the Roses, is expected on Friday, and Mr. Cumming will probably be coming by the same steamer to ride for Mr. Kadoorie. Mr. Hayes, who will ride for Mr. H. P. White, is coming down next week. Mr. Mackie, by the advice of his medical adviser, will not be riding. Among the other riders on the course yesterday were Mr. Johnstone, Mr. Hickman, Mr. R. F. O. Master, Mr. Kramer, Mr. Gegg and Mr. Klumaneck.

Among the times recorded yesterday were the following:—

Pony.	Distance.	Full time.	Last quarter.
Pet Rose	1 mile	2:51.2	31.1
Maple Tree	"	3:38	30
Little Gem Rose	"	2:52	33.3
Coronation Rose	"	3:37	32.4
Porto d'or Rose	"	3:32.3	32.3
Gardonia Rose	"	2:41.4	31.4
Laoulus Rose	"	2:23.1	33.1
Aurora Rose	"	2:15	33.1
Willow Tree	"	3:29	34
Apple Tree	"	2:27	33.3
Rejected	"	3:27.4	29.4
Anchorage Rose	"	1:07	32.1
Discarded	"	"	32
Auehendolly	"	2:21	33
Blackmore Vale	"	2:20	32
Shell Out	"	3:09	33.3
Temahawk	"	"	31
Kerry	"	3:20	37.3
Banham	"	2:15	33
Urgent	"	2:21	33.4
Bon Hoe	"	2:24.1	32.3

MACAO AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

MACAO, January 31st.

CHINA NEW YEAR.

This festival was celebrated in the usual noisy manner. All that remains now are a few "unlabeled" tables in the streets patronized by Chinese who risked the few cents they managed to get from their "lei-sea."

THE VASCO DA GAMA STATUE.

In accordance with the intimation published in the *Boletim Oficial* the ceremony of unveiling the statue of Vasco da Gama in the Avenida bearing his name took place to-day. The statue was covered by the

Republican flag and at noon the ceremony was performed by Senator Machado, the Acting Governor, pulling the ropes which furled the flag and exposed to view the fine statue. At the same time guns of the Monte Fort and of the *Patria* fired a salute of twenty-one rounds. The guard of honour drawn from the *Patria* presented arms when the statue was unveiled.

Under the figure of the great navigator are carved a wheel, a sextant, and a telescope, and at the base is an allegorical representation of sea gods with two ships being guided by man.

REPUBLICAN CELEBRATION.

This day, which is consecrated to the martyrs and heroes of the Republic, was made the occasion of sports at Tap-sia. The programme included fencing, ball throwing, gymnastics, cycling events, running, jumping, tug-of-war, etc. Many prizes of value were offered by the employees of the different government offices. H.E. the Acting Governor presented a silver cup to be known as the "Macao Cup" to be kept in the Colony by the winners of the tug-of-war. The first holders of the cup are the Artillery.

THE SIBERIAN TRAFFIC.

Messrs. Thomas Cook & Son, of Hongkong, wired on Tuesday to the Railway Administration in South Manchuria stating that reports respecting disorganization in Siberian traffic were conflicting and asked for latest information and probabilities regarding through traffic.

The following reply was received:—
"There is no probability of a disorganization of Siberian through traffic."

"Dairen steamers are subject to four days' detention at Shanghai; (we) are rearranging schedule."

The following further telegram was received by Messrs. Thomas Cook & Son's Hongkong Office yesterday afternoon:

"Dairen-Shanghai service made weekly, leaving each end Sunday."

THE PHILIPPINE SHIPPING TRADE.

The British Consular Report on the trade and commerce of the Philippine Islands for the year 1909, by Mr. G. H. Phipps, Acting Consul-General, has just been received. We deal with the main features of the Report in a leading article and below we give in full the Consul's comments on the shipping of the Islands.

A reference to the tables will show that the position occupied by British shipping in the carrying trade of these islands is a very satisfactory one. In 1909 British vessels carried 63 per cent of the total value of the imports and 82 per cent of the exports, the nearest competitors being the Spanish mail line, which carried 15 per cent of the imports and 7 per cent of the exports. This shows an advance over the figures for 1908, in which year British bottoms carried under 60 per cent of the imports and under 80 per cent of the exports.

The tonnage movement in the foreign trade of the islands shows that the total tonnage has increased from 1,492,562 tons in 1908 to 1,517,486 tons in 1909, of which under the British flag show an increase of 11,521 tons, American vessels an increase of 73,882 tons and German an increase of 27,684 tons. Spanish shipping decreased by 17,517 tons and other countries by 70,547 tons.

At the port of Manila the entries of British vessels in 1909 compared with the figures for 1908 show an increase of 5 vessels and 7,491 tons, and the clearances an increase of 5 vessels and 10,725 tons.

The clause in the Payne-Aldrich Bill of August, 1909, under which goods may be carried throughout in one bottom in order to benefit by the reciprocal free trade arrangements between the United States and the Philippine Islands has, as foreshadowed in the report for 1908, profoundly affected the carrying trade. The chief sufferers have been the three British companies running local steamers between Hongkong and Manila, which have suffered considerably by reason of developments. The application to the islands of the Chinese exclusion laws in force in the United States, the enactment of such restrictive legislation against imported cattle as to make the import from Hongkong practically impossible, and lastly, the loss of the transshipment trade with Hongkong from United States, have been severe blows to these companies. British shipping as a whole, however, has not suffered by the free trade legislation. Trade between the islands and the United States has been vastly stimulated since the passing of the Act, and the carrying trade is almost entirely in British hands. The tonnage employed between Philippine ports and New York is exclusively British, and British vessels also in the 100's share of the trade with the Pacific coast.

Were the navigation laws restricting the carrying trade to American vessels to be put into force British shipping at this port would, of course, be very seriously affected, but the immediate result of such a policy at present would probably be to reduce freights between these islands and the United States to such a point that not even the high tariffs now in force against foreign goods would prevent the volume of trade from flowing towards foreign countries. Prices would rise and the development of the island be greatly retarded.

It is probable that upon the completion of the Suez Canal, which is bound to have a highly stimulating effect upon American shipping in the Pacific, an effort will be made to bring about the application of the existing trade laws, but it is most unlikely that any such step will be taken before that date.

A matter of interest in shipping circles in 1909 was the branch between some of the leading local hemp exporters and the United Kingdom. The great and unexpected development of the export of "anchuria" beans from the ports of Dairen and Newchwang to Europe in the autumn of the year absorbed so much of the available space on vessels belonging to the Conference, that freights from Manila to London and Liverpool rose to 3/10s. per ton of 104 cubic feet. Finally, no tonnage was available over that figure, and some of the principal hemp exporters determined to abandon the Conference and charter their own vessels to convey their shipments to Europe. Paying 2/6s. per ton they were able to effect a considerable saving, although this was not so much as would at first appear, owing to their loss of the facilities offered by the frequent sailings of Conference steamers from this port to the United Kingdom and also to other causes. Freights have since then been considerably reduced, but the seeders are still maintaining their independent position.

Established Services.—The following regular services are maintained:—To Hongkong: China and Manila Steamship Company, China Navigation Company and Indo-China Steam Navigation Company—All British, one sailing weekly by each company. To Marseilles, London and Liverpool: Direct monthly freight service of the Blue Funnel Lines (Ocean Steamship Company and China Mutual Steamship Navigation Companies). To Barcelona and Liverpool: Compania Transatlantica (Spanish mail), monthly freight and passenger service. To Australia: The China Navigation Company and the Eastern and Australian Steamship Company—the latter calling at Manila outward bound only, both direct with the North German Lloyd and the Nippon Yusen Kaisha maintain regular services. To Japan: Eastern and Australian Steamship Company, North German Lloyd and Nippon Yusen Kaisha Australian lines and the various trans-Pacific lines. To San Francisco: Monthly by the combined Pacific mail (American) and Toyoko Kisen (Japanese) combined service. To Tacoma and Seattle: Monthly each by the Blue Funnel and Bank Lines (both British) and by the Osaka Shosen Kaisha (Japanese); also once every four months by the Great Northern Steamship Company's vessel "Minnesota" (United States). To Boston and New York via Suez Canal: Barber Line, American Line, American and Oriental Line, American-African Line and Anglo-American Oil Company, all of which combinations run under the British flag.

TRADE-MARKS IN THE PHILIPPINES.

The British Consul-General in his annual report calls the attention of merchants and manufacturers to the advisability of registering trade-marks at Manila. The regulations governing such registration may be seen on application at the Commercial Intelligence Branch of the Board of Trade, 73, Basinghall Street, London, E.C.

Registration effected at Manila alone protects trade-marks against imitations manufactured or sold locally, but in order to prevent the entry of imitations through the customs it is necessary to procure a certificate of registration of a trade-mark in Washington and to file a certified copy of it, signed by the Commissioner of Patents in Washington, with the Insular Collector of Customs in Manila, who will then initiate action for the exclusion of goods infringing a trade-mark. It is hardly necessary to add that local registration is necessary to uphold any legal action for infringement of trade-marks.

ERA OF STEAM PASSING AWAY.

SUBMARINES & MINES.

As far back as August last year *The Daily Chronicle* dealt with the coming revolution in the methods of propulsion of big ships. In complete accord with this forecast are the extraordinary and impressive statements on changes in Naval armaments which are contained in Dr. Dillon's review of foreign affairs which appears in the January number of the *Contemporary Review*. This able and experienced publicist holds that progress in aviation and improvements in submarines may go far to reduce the value of Dreadnoughts.

Another revolutionary change is the application to marine engines of the principle of propulsion by internal combustion. According to Dr. Dillon the time is fast approaching when the present marine engines will be superseded by engines similar to those by which motor-cars and submarines are driven successfully by internal combustion engines. This change in the type of engine effects a saving of 75 per cent. in fuel, and 25 per cent. in the carrying capacity of the ships. Dr. Dillon writes:—

In the near future steamships will disappear, and motor-driven vessels will take their place. A fleet of the 300 steamers of today, a modest staff of 120 to 200 men will be ample. Cooling stations, for which the Great Powers have been striving and intriguing, will be unnecessary, and that source of expense and anxiety will vanish.

Again, warships, instead of being tethered, as it were, and confined to a radius of a thousand miles from their base, will be free to traverse the world, replenishing their oil-reservoirs whenever they come across any of the innumerable tank steamers which are to be met with on all ocean highways. Moreover, ships will be able to replenish their stores of liquid fuel under difficulties which would today be prohibitive, as in a gale of wind, for example. This would mean an enormous increase of the mobility of the fighting fleets of the world, and the loss of England's special advantage in the possession of coaling stations.

MR. TATE'S SUGGESTION.

The new motor engines, I am told, cannot be fitted to steamships on the old lines. Therefore all our Dreadnoughts, our cruisers, and our ocean greyhounds, have to go to the scrap heap. To this there is no alternative. As soon as this contingency, which may shortly be confronted, is recognised by all the Powers interested, then the psychological moment will have come for discussing whether the race for naval construction is to be in all over a vain, or some ratio of the amount to be expended each year can be agreed upon by the naval Powers. Then, and only then, would President Taft's suggestion find favour in the eyes of the majority of the nations and bear desirable fruit.

Another remarkable feature of present-day naval construction is the development of the submarine. Here the United Kingdom is easily pre-eminent. The latest types of British submarines can cruise for 2,000 miles without returning to port. What is more, these vessels are immune from danger from submarine mines. The sowing of the sea with mines is a deadly menace to seagoing craft. But submarine vessels, with their rounded nose, can come into contact with a mine without suffering any inconvenience, for a mine needs to be struck sharply by a heavy body in order to explode.

Dr. Dillon emphasises the importance of the submarine for defensive purposes. "A flotilla of submarines, such as those which are stationed along the coast from Dorset to Dundee, would render it absolutely impossible for any hostile army, even the British sea-going fleet, to attack the bottom of the sea, to effect a landing on our shores." No conceivable convoy, it is affirmed, would be of the least avail in saving the huddled transports from sudden destruction by an invisible foe.—*Daily Chronicle*.

RUBBER DIVIDENDS.

ANGLO-MALAY RUBBER COMPANY.

Third interim of 25 per cent. (6d. per share, less tax) in respect of the financial year ended December 31, 1910, payable on January 27.

HIGHLANDS AND LOWLANDS.

The Highlands and Lowlands Para Rubber Company has an authorised capital of £310,000, in 21 shares, and owns a property near Port Swettenham, Federated Malay States, of an area of 7,980 acres, free from mortgage or debt. The company was registered in June, 1906, and between 1906 and the end of 1909 the planted portion of the property was brought up to a total of 3,617 acres. In 1907 and 1908 dividends of 12 1/2 per cent. and 15 per cent. respectively were declared. The output of dry rubber for 1908 amounted to 346,259lb., the net profits being £112,661, and £13,578 was carried forward after dividends amounting to 35 per cent. for the year had been paid. But according to the present announcement the December output was 45,908lb., bringing the total of dry rubber for the year to date to 515,431lb. Three interim dividends of 60 per cent. each for 1910 have already been paid, and the results for the whole year justify shareholders in looking for an exceptionally substantial further distribution in May next, as the average price realised for rubber has been even better for 1910 than it was for 1909. The average price of the shares during 1909 was 3/3d., but last week they carried over at 5/3d., at which price they yield nearly 7 per cent. even on the basis of the total dividends for 1909.—*The Globe*, Jan. 6th.

MESSRS. A. S. WATSON'S MANILA BRANCH.

REPORTED TRANSCIENCE.

The English Drug Store, better known as A. S. Watson & Company, is to be taken over by a number of local American capitalists and placed under American management, says the *Manila Cablenews*.

A new company, of which R. N. Clark is president, Assistant Manager Taylor of the International Bank, vice-president, Jerome Prager, secretary-treasurer, and Dr. Lee Han Koo, F. W. Brooker, C. W. O'Brien, George I. Franks and John T. Pickett, directors, will take over the entire concern as it now stands with the sole exception of the mineral water factory, and three trade marks.

The company will be incorporated for P500,000, and P200,000 worth of stock will be issued. P125,000 worth of stock has already been subscribed. The lease of the premises and its fixtures has been secured, and with the proceeds of the stock issued several changes in the store will be made and an entirely new stock will be provided.

There will be no prospectus issued, but anyone interested in the investment may apply to Attorneys O'Brien and De Witt.

THE EMPEROR WILLIAM'S BIRTHDAY.

CELEBRATIONS IN SHANGHAI.

In spite of the wet weather the procession that was arranged to celebrate the 60th birthday of the German Emperor was a great success, says the *N.-C. Daily News*. The German Company of the S. V. C. turned out at full strength, and assembled at the Loongto Gate of the Race Course at 9 p.m. A few minutes later, preceded by three mounted Sikhs and the band of S.M.S. *Ilia*, the procession started for the Bund. With the exception of a small armed party all the German Volunteers carried flaming torches, as also did a number of German residents who followed in the rear. The unrelenting line of fire presented a very pretty spectacle during the march down Nanking Road. Crowds were awaiting the arrival of the procession at the German Club, the verandah and balconies being packed with spectators. The river frontage of the Club was illuminated for the occasion, a large "W" formed of electric light, being a prominent feature. The Volunteers were drawn up in double ranks facing the entrance to the Club, and then inspected by Mr. W. A. C. Platt, Vice-Chairman of the Council, accompanied by Lt.-Colonel Barnes and Captain Collyer.

The inspection completed, Mr. Platt addressed the German Company from the Club steps. He expressed Mr. Lauda's regrets at his unavoidable absence and then, in a short but felicitous speech, referred to the event that the German community was celebrating. The Emperor William, he said, was one of the rulers of the world whose chief care was to look after those over whom they ruled, and all present on this occasion joined in doing him honour. One of his principal doctrines was that all youth ought to have a military training, not only for the good of their country, but for their own good. Nearly all the members of the German Company had had a military training, and the consequence was that the Company was a model to the rest of the S.V.C. Before very long they would have the honour of receiving the Crown Prince, and he had no doubt that His Royal Highness would be able to report to his august parent how well their military training had borne fruit. Volunteering in China was not a pastime; it was a necessity, as had been shown recently not only in Shanghai, but also in Hankow. "So proceed with your procession in honour of your Emperor," Mr. Platt concluded, "knowing that our hearts go with you and that we all join in doing him homage on his birthday."

Captain Schellness then replied in a brief speech, in which he emphasized the camaraderie that prevailed among the various units of the S.V.C. He concluded by calling for three cheers for the Vice-Chairman of the Council, the Council, Lt.-Colonel Barnes, the S.V.C. and the German Club.

The procession was then reformed and marched across the Garden Bridge to the German Consulate. Coloured flags were hoisted as Stemann's song was passed, and the German Consulate was illuminated in honour of the occasion.

Coloured fires were lighted as the procession came in sight of the Consulate. The Company formed up opposite the main entrance, and here Captain Schellness, in a brief speech, reminded them that in a short time they would be able to show the staff they were made of on the occasion of the Crown Prince's visit.

Dr. von Buri congratulated the Company on its efficiency and the hard work it had done. All the Germans present then joined in singing "Deutschland, Deutschland, über Alles," after which the German Military prayer was played by the band, while all stood uncovered. This brought the official portion of the evening's celebration to a close.

OIL ENGINES FOR BATTLESHIPS.

AN INTERESTING REPORT.

"Motor engines for a Dreadnought battleship," says the *Motor Boat*, "are building in England to-day. That, in one short sentence, sums up the exclusive announcement we are able to make on a subject of the utmost national importance. The consummation which engineers declared only a few months ago to be years distant has actually been achieved, and was in course of fulfilment at the very time when the whole idea of the motor *Dreadnought* was ridiculed as a silly-season topic. We ourselves in common with every technical journal in which we noticed references to the subject, declared the thing an impossibility. The building of a motor battleship places the position of the marine internal-combustion engine on an entirely new basis, and in the immediate future there must be developments on a scale that it took steam engines half a century to attain." The design that the journal believes to be in view consists of eight-cylinder engines, practically two four-cylinder motors coupled in tandem, developing 12,000 horse-power—that is, 1,500 horse-power per cylinder. Three of these 12,000 horse-power units are in process of construction, making an aggregate of 36,000 horse-power, and a speed of 21 knots is anticipated. The engines are of the two-stroke Diesel type, single-acting, using crude oil as fuel, starting and reversing on compressed air. The leading dimensions of the big engines will be about 56ft. overall length by 16ft. high and 8ft. in width. This means that they will be practically unshrinkable, since the highest point on the engine will be below the water line. Moreover, the absence of stroke will mean a very large reduction in the ship's complement of men, or the capacity to carry a splendid reserve of gun crews. As regards cost, the figure is by no means excessive, being about £120 per horse-power.

SOME RESERVATIONS.

The Naval Correspondent of a London paper commenting on this says:—
The *Motor Boat's* description of oil engines in course of construction for the Royal Navy, and the announcement that they are to be fitted immediately in a battleship of the *Dreadnought* type have, not unnaturally, attracted much attention. As far as the description of the type of engine goes there is no reason for doubting the substantial accuracy of the report, though the reservation should be made that to describe these heavy-oil burning, slow-running engines as motors is to stretch the meaning of that term unduly. The motor with which most of us by now are familiar is quick-running, and burns either a light oil or a spirit, on both which counts it is unsuited for use at sea on a large scale.

It should be remembered, however, that a step of such magnitude as is involved in placing these oil engines in a battleship is not likely to be taken until some experience has been gained of their working at sea. At present there is no such experience. In Germany two cargo steamers, but their engines are to be of but 1,500 and 2,000 h.p. respectively. Other Diesel engines of 4,000 and 6,000 h.p. are, however, being constructed in Belgium and Germany, though it is not yet clear what use they will be put. In England Messrs. Brown, Hunter & Wigham, Richardson, are trying the principle for ship propulsion on a large scale, and other firms are making large Diesel engines.

FACE KEPT BREAK-OUT WITH ECZEMA

For 4 Years. Mass of It All Over. Most Irritating and Itching. Could Hardly Keep Fingers Off. Nothing Would Stop It. Cuticura Ointment Gave Instant Relief.

In 3 Weeks, Not a Spot on Face.

"For some four years, off and on, my face kept breaking out with eczema. It was most irritating and itching, so I could hardly keep my fingers off it. At last, for six or eight months, my face was a mass of breaking-out all over. I tried several ointments but they did no good. Nothing would stop it. I got a box of Cuticura Ointment which gave me instant relief from the irritation and in the course of three weeks I had not a spot on my face. I only bought one tin of Cuticura Ointment but the Cuticura Soap I use regularly. I find Cuticura Soap most excellent for shaving. Where I used to get a nasty place or the right side of my chin, since I am using Cuticura Soap I do not get it at all. I hope you will be able to use this letter to the advantage of other sufferers from eczema." (Signed) Samuel Wm. Kirk, St. Louis, Mo., 23rd St. & Chestnut St., England, Dec. 23, 1909.

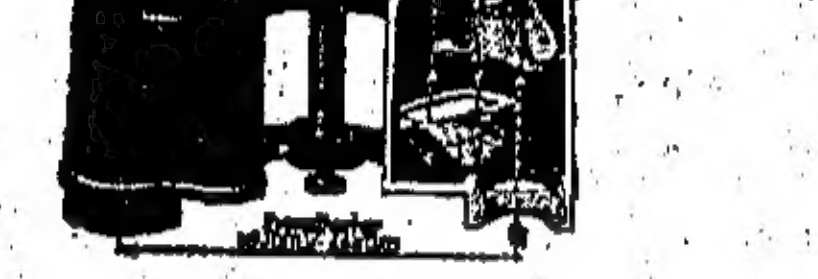
Mr. Kirk's letter shows the success and economy of the Cuticura Remedies in the treatment of eczema, disfiguring humours of the skin, Cuticura Soap and Ointment are equally effective in preserving and beautifying the skin, scalp and hair, and in preventing minor eruptions from becoming chronic. A tablet of Cuticura Soap and a box of Cuticura Ointment are often sufficient.

Sold throughout the world. Dealers London, 27, Chancery Lane; Paris, 10, Rue de la Chaussée d'Antin; Australia, 10, Town & Co., Sydney; India, 2, R. Park, Calcutta; E. Africa, London, Ltd., Cape Town, 47, R. S. A. Pottery Street & Chancery Lane, London; Hongkong, 10, Queen's Road, Central.

Cuticura Soap on skin and scalp diseases.

RACING SEASON

1911.



ZEISS PRISMA BINOCULARS

CAN BE OBTAINED FROM

CHS. J. GAUPP

& CO.,

AT

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.O. 6th Ed. Inter-Ad.

NEW ADVERTISEMENTS

NOTICE.

ARRANGEMENTS have been made to transfer the business of our Hongkong Branch to MESSRS. BUMB & REIF, Hongkong.

NOTICE.

IT IS HEREBY NOTIFIED that on This Date I have taken over the AGENCY of the TOYO KISEN KAISHA'S SAN FRANCISCO LINE. All Business of the TOYO KISEN KAISHA will henceforward be transacted by the Company's Office at King's Building, K. MATSUDA, Manager. Hongkong, 27th January, 1911. [264]

NOTICE.

IT IS HEREBY NOTIFIED that on This Date the AGENCY of the TOYO KISEN KAISHA'S SAN FRANCISCO LINE has been transferred to Mr. K. MATSUDA, Manager, and the business of the TOYO KISEN KAISHA will henceforward be conducted by him. F. J. HALTON, Agent. Hongkong, 27th January, 1911. [265]

TO LET.

NO. 151, "MAGDALENE TERRACE," Magazine Gap. Apply to—SPANISH DOMINICAN PROCUATION. Hongkong, 2nd February, 1911. [268]

G. R.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the HEADQUARTERS OFFICE, Victoria Barracks, Hongkong, until 12 Noon on the dates shown against each item, for the undermentioned supplies and services for the period of one year commencing from 1st April, 1911. General Supplies "B" Coal, Coke and Wood. Tenders to be delivered on the 20th February. Barnack Services and Scavenging. Tenders to be delivered on the 21st February. Transport Services (Supply of Launches, Junks, Coolies, &c.) Tenders to be delivered on the 23rd February. Supplies for Hospitals. Tenders to be delivered on the 24th February. Supplies for Indian Troops. Tenders to be delivered on the 24th February. General Supplies "A" Forms and other particulars can be obtained on application personally between the hours of 10 a.m. and 4 p.m., or by letter to the Officer Commanding Army Service Corps, Victoria Barracks. The Tender Forms must be properly filled up, signed and dated, and no tender will be considered unless made out on the proper form and delivered at the HEADQUARTERS OFFICE by noon on the above mentioned dates, in a closed envelope marked "TENDER FOR.....". The right to reject any or all tenders is reserved. Hongkong, 2nd February, 1911. [268]

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship

"INDRADEO." Capt. W. H. Lee Williams, will be despatched as above on the 21st inst. This Steamer has excellent accommodation for a limited number of First-Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 2nd February, 1911. [267]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI

SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG. Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"ISCHIA." Captain Belsito, will be despatched as above on MONDAY, the 13th inst., at Noon. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 2nd February, 1911. [4]

ELECTRIC MOTOR FOR SALE.

A 24 h.p. ELECTRIC MOTOR with starting switches pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements. MANAGER, HONGKONG DAILY PRESS OFFICE. Hongkong, 22nd November, 1910. [1307]

CANTON IMPORT AND EXPORT FIRMS sought to baildigm Editit, speactons per 1. April a. c. Ineffigant Assistent, welcher befahtigt ist, selbststendig an arbiten. GEFL. ANGEBOE unter. Care of "Daily Press" Office. Hongkong, 28th January, 1911. [249]

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, Victoria Buildings, on SATURDAY, the 4th February, 1911, at 12 Noon, for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1910.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th January, to SATURDAY, 4th February (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors, MOWBRAY S. NORTHCOOTE, Secretary. Hongkong, 17th January, 1911. [204]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 21st February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 21st February, both days inclusive. By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 24th January, 1911. [229]

FOR SALE

RACE BOOKS, 1911.

Leather-Covered \$2.00 each.
Cloth-Covered 1.75
Paper-Covers 1.00

May be had from NORONHA & Co. (Printers to the Hongkong Jockey Club). KELLY & ALLEN, Ltd. BREWER & Co., Ltd. Hongkong, 30th January, 1911. [254]

FOR SALE OR TO LET.

"KENNIS," 76A, PEAK, SEVEN ROOMS, Large Verandah, American heating apparatus installed, making the House dry and comfortable throughout the year. Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tram, 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [228]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 35, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285 EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd., ENGINEERS, &c., PRAYA EAST, HONGKONG. Hongkong, 8th Jan., 1906. [111-112]

ON SALE.

HONGKONG HANSHARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS. PRICE \$3.

DAILY PRESS OFFICE. Hongkong, 21st February, 1910. [316]

GRACA & CO.

Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, FLOWER SEEDS, TOYS, BOOKS, MANILA CIGARS and CIGARETTES. 27, DES VOUX ROAD, HONGKONG-CHINA. [145]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 88SG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & Co. Hongkong, 26th October, 1905. [1181]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, 2nd St. west of Central Market. Telephone No. 515. [39]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form. PRICE ONE DOLLAR. Hongkong, 28th October, 1910. [1229]

INTIMATIONS

NOTICE.

THE only Edition of the RACE BOOK and PROGRAMMES Authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & Co. T. E. HOUGH, Clerk of the Course. Hongkong, 25th January, 1911. [232]

WANTED.

OFFICE Wanted, in Central Locality. Apply—"X. Y. Z." Care of "Daily Press" Office. Hongkong, 23rd January, 1911. [215]

G. R.

SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be Limewashed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs. The Backyard must have its Containing Walls Limewashed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed, but must be Cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street. The Government Limewashing Contractor is prepared to Cleanse and Limewash floors at the rate of 90 cents per floor, on application being made to the Secretary of the Sanitary Board. Dated this 1st day of February, 1911. W. BOWEN-BOWLANDS, Secretary.

KOWLOON BUTCHERY.

WE beg to notify the residents of Kowloon that we now have on sale at our Kowloon Depot, Nathan Road:—

AUSTRALIAN FROZEN MEAT,

RABBITS, HARES, HAM, BACON, &c., &c.

THE DAIRY FARM CO., LTD.

JUST RECEIVED: ANOTHER SPLENDID PARCEL FOR EVENING DRESSES.

GOLD, SILVER, GOLD and SILVER BEADED TRIMMINGS and SILVER SPANGLE TRIMMINGS, &c., &c. HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 19th January, 1911. [38]

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, KANADA, NAMAZUTA, SATO, SHINNEW and KAWAYAMA, Collectors.

SOLE AGENTS FOR KISHIDA& Co. Coal. HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KAKATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, AT, ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager, No. 2, Polder, Street, Hongkong. Hongkong, 9th January, 1909. [574]

THE TIENTSIN LIGHTER CO., LTD.

LIGHTERAGE, TOWAGE, STEVEDORAGE, etc.

THE Company possesses a Fleet of Lighters and Tugs and is prepared to undertake the discharge of Steamers and Lighters between Tientsin and Hongkong.

DOCK AND ENGINEERING YARD, TIENTSIN.

Estimates for all Classes of ENGINEERING and FOUNDRY WORK, also for Docking and Painting Vessels, given on application to BUTTERFIELD & SWIRE, Managers, Tientsin. Hongkong, 27th January, 1911. [243]

TO LET.

GODOWN, No. 5A, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1911. [114]

HONGKONG CLUB.

NOTICE.

TO LET, from the 1st February, 1911, TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Undersigned. JAMES CRAIK, Secretary. Hongkong, 19th January, 1911. [209]

TO LET.

A HOUSE, in Knauford Terrace. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1911. [117]

TO LET.

NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yaumatei, Area 65,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st December, 1909. [154]

TO LET.

GODOWNS, 95, 96 and 97, Praya East. Apply—CHATER & MODY. Hongkong, 7th December, 1910. [121]

TO LET.

NO. 21, CONDUIT ROAD, Clifton Gardens. 9, MACDONNELL ROAD, from 1st May. An OFFICE on 1st Floor, 16, Des Voux Road, Central. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. A HOUSE in Wong Nei Chong Road. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 2nd February, 1911. [113]

TO LET.

NO. 7, STEWART TERRACE, Peak. Possession, 1st April. Apply to—EDWARD OSBORNE, Care of Wharf Company. Hongkong, 27th January, 1911. [240]

TO LET FURNISHED.

"LEWKNOR," No. 116, Plantation Road, Peak, from April 15th next.

Apply—M. W. SLADE, Prince's Buildings. Hongkong, 26th January, 1911. [237]

TO LET—FURNISHED.

FROM THE MIDDLE OF APRIL.

"BICTON," 117, The Peak, FIVE ROOMS.

Apply—L. N. LEEFE, Care of Jardine, Matheson & Co., Ltd. Hongkong, 18th January, 1911. [203]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st February, 1911. [116]

TO LET.

NETTLEWOOD, No. 55, Robinson Road. Furnished for about 9 months from March, 1911.

No. 11, BEACONSFIELD ARCADE, (Shop).

No. 23, BEILIOS TERRACE.

No. 17, MOSQUE JUNCTION.

No. 21 and 25, SHELLEY STREET.

"YALITA," from 1st April, 1911, fully furnished, with Grass Tennis Court and Garden.

No. 67, PRAYA GRANDE, Macao.

FOR SALE.—TWO CREWS, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—LINTSEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 28th January, 1911. [118]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch [Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HAET, G.C.M.G., and Dr. A. REYNOLDS.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to Friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE \$3.50

To be obtained from Messrs. KELLY & WALSH Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

AUCTION

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 6th day of February, 1911, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Hatton Road, in the Colony of Hongkong, for a term of 15 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary	Contents	Annual Rent	Term	Price
Lot No. 1971	Hatton Road, between Victoria Road and Baker Street	1/2 A. 1/4 R. 1/4 P.	1/2 A. 1/4 R. 1/4 P.	\$14	75	\$30

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1184]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 3 1/2 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager. Hongkong, 24th January, 1911. [2]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000). Subscribed Capital Fl. 12,375,100 (£1,031,500). Reserve Fund Fl. 2,754,338.09 (£229,523).

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C. WOLDINGH, Manager. No. 16, Des Voux Road Central. Hongkong, 4th August, 1909. [24]

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D. TONHOW, Manager. Hongkong, 12th September, 1910. [1233]

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N. S. MARSHALL, Manager. No. 9, Queen's Road, Central. Hongkong, 16th January, 1911. [219]

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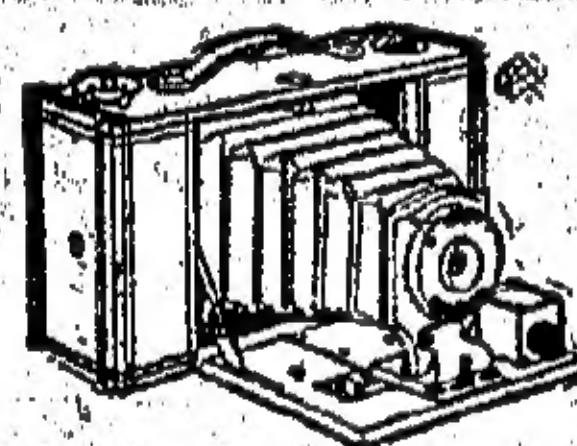
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[179]

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RUBBER SHARE VALUES.

[FROM A CORRESPONDENT OF "THE TIMES"]

When we consider that rubber-growing is an industry open to every one, protected by no patents or secret processes, and with no value attaching to it in the shape of goodwill or connection, we must look somewhat closely into the conditions which are supposed to justify the valuation of shares in rubber estates at very high premiums, amounting, in some cases, to two or three thousand per cent. upon their par value.

No one asserts that there is not still abundant land suitable for new plantations, much of it already in course of development. Doubtless many of those already producing were started under very favourable conditions as to climate, soil, and labour, and have been successfully grown, and there are probably just as good fields in the sea as have been already caught out of it. Labour is the main factor in production, and there is no monopoly here. It is generally plentiful at present and fairly paid in the East. Management is a most important item, and at present the old estates have, no doubt, some advantage in that respect. But this can only be temporary, the demand for capable men in a profitable industry always producing, in due time, a sufficient supply. So far as these factors of success are concerned, there would appear to be only a comparatively slight advantage, and this mainly of a temporary character, with the old plantations. Their really valuable and exceptional asset is, in fact, only the start which they have obtained from their three to four hundred more recently established competitors and those to follow in the future. If we can, even approximately, gauge the value of this start, we shall be able to estimate the reasonableness or otherwise of the very large premiums at which some of their shares stand.

COSTS OF PRODUCTION.
According to the best authorities an estate can be brought into bearing for about £30 per acre (many have already accomplished it for less) and so long as a profit of £4 or £5 per acre per annum can be secured it is practically certain that rubber will continue to be planted. The best managed and most favourably placed estates can now produce for a cost of between 9d. and 1s. per lb., but we must expect some advance in the price of labour as competition becomes keener with a greatly increased demand for tappers, &c. A profit of 6d. per lb. on a crop of 500 lb. would give £12 10s. per acre upon a capital cost of £30. It would thus appear that eventually the price of the commodity must come down to something in the neighbourhood of 1s. 6d. per lb. At this price it is only the best estates—those producing an average of 500 lb. per acre at or under 1s. per lb.—which would earn above profit; and those whose cost of production is as much, and still enough to pay 20 per cent. upon their £30 capital. Very many would certainly fail to reach 500 lb. per acre, and would find the margin of profit still less, but would have to keep on producing so long as expenses could be met in the hope of better days.

VALUE OF SHARES.
If then the best companies should only be able to earn £12 10s. per acre net profit per annum when the market has found its normal business level, their shares should not then be valued at more than about £155 per acre to pay 8 per cent. per annum. These same shares are now valued in some instances at from £500 to £700 per acre, and the estates "start" is practically the only asset representing this excess of £350 to £550 per acre. This start gives them the high dividends which are now being earned, and which, owing to increased production, will probably continue to be earned for the next few years in spite of the gradually falling price of the commodity. These dividends must provide a sinking fund, beyond the normal interest upon an industrial investment, sufficient to wipe out this excessive valuation before the supply, overtaking the demand, has brought rubber down to the price at which it will pay only a fair commercial profit upon its actual cost.

At present the big producers, though paying dividends of 100 per cent. to 300 per cent. upon their par values, only give 10 per cent. to 12 per cent. upon the capital actually represented by the market price. If from this 10 per cent. or 12 per cent. we deduct, say, 7 per cent. or 8 per cent. as the fair interest due to the capital invested in such an industrial security, there will only remain some 3 per cent. or 4 per cent. as a sinking fund to be applied in extinguishing the £350 to £550 above-mentioned difference. What chance can we see of such a sinking fund being increased or continuing over a sufficiently long period to achieve the necessary result? The land already planted in the Middle East (Malaya, Sumatra, Borneo, Java, Ceylon, Southern India, &c.) has been authoritatively estimated to produce in 1918 at any rate more rubber than the rest of the world produces at the present time. This takes no account of further areas likely to be planted in the near future and to being producing in four or five years thereafter. Nor does it take into account the results of numerous wild rubber ventures in other parts of the world which have been lately launched with alleged vast productive possibilities. These are all unproved and can hardly be regarded as serious competitors if we look forward, as seems inevitable, to a selling price for plantation rubber of 1s. 6d. per lb. It has been often asserted that Brazilian rubber—the "hard Para"—of commerce costs from 2s. 6d. to 3s. per lb. to collect and market, and that, therefore, whenever plantation rubber comes below that level in price the Amazon supply will be "knocked out." This, however, is by no means certain. For some important purposes, so the manufacturers say, Para rubber must be used, *cote de quai* and, unless the Eastern planters can so far amend their methods as to produce a substitute perfect in all respects—which at present is not the case—it is possible that we may see the comparatively small crop of Para selling at 2s. 6d. and the relatively large future output of plantation at 1s. 6d.

BRAZILIAN COMPETITION.
This question of Brazilian competition perhaps deserves a little further examination. Although the average cost of "hard Para" is no doubt correctly stated at 2s. 6d. to 3s., it is obvious that the cost must vary greatly, according to the remoteness or otherwise of the various producing areas and the difficulty and expense of procuring and maintaining collectors. Some of the rubber has to be brought as much as 3,000 miles to the port of shipment. It is certain that in the more accessible parts the expenses would be considerably less, and it is also certain that rubber obtainable there would still come forward so long as its sale would show any profit at all. There is also the question of export duty to be taken into account. This at present represents a very important part of the cost, and it is quite conceivable that the Brazilian Government might, if it became necessary, reduce or even almost remove it, rather than allow the industry to be killed by Eastern competition. These considerations and the fact already stated, that at present manufacturers will have Para, render it improbable that it will, in the near future, cease to form a proportion of the world's available supply. On the other hand, if the Eastern planters can only succeed in producing, within the next three or four years, its exact equivalent at 1s. 6d. per lb., it may be assumed that from that time

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Gentlemen,—I have been troubled with a bad liver for years. The warm climate of South China is particularly prone to produce this complaint and in common with others I have suffered. A friend suggested Dr. Moore's Indian Root Pills. I tried them and received immediate benefit. The pain in my side and back disappeared, my appetite was restored, and my old time vigour has returned. They have been a God-send to me. I would not be without them on any account. They keep me well and strong.

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[1513]

The Brazilian supply will gradually disappear from the market, and the expectation that the present supply will be doubled in seven years might have to be modified. But perhaps we may take it that the possibility of Brazilian rubber being partly ousted from the market is balanced by the possibility that some of the new sources of supply in Mexico, Madagascar, British Africa, and elsewhere may turn out to be really important.

THE QUESTION OF PRICE.

It is, of course, practically certain that the gradual reduction in cost of the raw material will lead to increased consumption, and there is little doubt but that every pound of rubber produced will find a use. At what level it would be possible to use rubber for flooring and paving has yet to be ascertained. There are enormous possibilities in this direction, but it is to be feared that the expense, over at 1s. 6d. per lb., would prevent any general adoption for these purposes. It is entirely a question of cost, and doubtless the largest outlets will only be found at the lowest price.

If, however, we assume that after seven years the world's production will be at least doubled, it would seem hardly safe to calculate upon a much longer postponement of the normal price level. It follows that we should not look much beyond the next seven years to provide the sinking fund necessary to reduce the capital invested in the present big producers by roughly 70 per cent. or to something representing about £150 per planted acre.

SUCCESSOR OF THE "HOBBLE."

HARM SKIRTS TO BE INTRODUCED INTO PARIS.

The successor of the hobble skirt has arrived. A new form of divided skirt, to come into fashion in the spring, is to be launched into notoriety by the "mannequins" of a well-known French dressmaking firm. The new costume comes from Turkey, and is an almost exact reproduction of the dress worn by the harem ladies. It consists of a long, loose, divided skirt, fastened tightly at each ankle. M. Paul Poiret informed the correspondent that early next year he really intends to attempt to popularise this garment as a conventional costume for women. "This is a long-cherished ambition of mine," he said. "The hobble skirt has had its day, and my clients are tiring of the ungainly gait which it makes obligatory. The Turkish ladies' costume has long appealed to me as being most sensible, hygienic, and graceful. Moreover, it complies perfectly with the present-day laws for skirts which are tight at the ankles, only instead of having her movements impeded by a single skirt, women are to slip a skirt to each ankle. Of course, petticoats will not be worn. Indeed to my mind the petticoat is doomed. The new costume will be made in each case to the requirements of the wearer, and the division can be either high or low as desired. I am not introducing the garment solely as a walking costume. I intend to make the new creation as artistic and stylish as anything I have ever created. As a walking costume it will, of course, be unrivalled for comfort and elegance. For sports and gymnastics it will, I think, be perfect. The requirements of the athletic girl. At 100 lbs. and the like, she will appear in its most effective form. Certainly it will add to the charm and loveliness of the feminine figure as no other mode has done. How will Parisiennes accept the novelty? Ah, that is the question!" M. Poiret's name was, it will be remembered, prominently before the English public in the summer of last year when at the request of Mrs. Asquith he exhibited before a number of her guests at 10, Downing-street, a selection of Paris frocks, which were shown off by three charming mannequins. Many protests from British ladies followed this novel function at the Prime Minister's official residence.

PHOTOGRAPHING FOUR MILLION STARS.

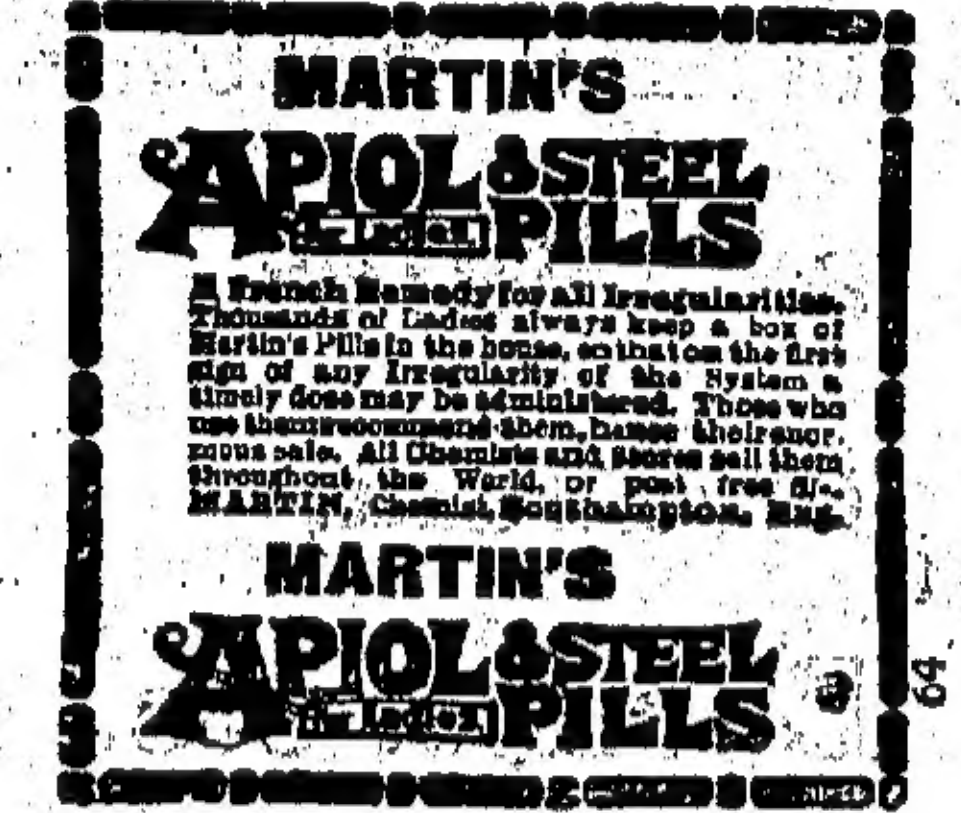
TASK FOR THE WORLD'S OBSERVATORIES.

Observatories in many parts of the world have been engaged for several years in taking a photographic survey of the sky. The information so derived is tabulated and published in books, each volume containing a little but a mass of figures. The work is invaluable from a scientific point of view. Mr. F. A. Bessel, Hon. M.A., E.R.S., University Observatory, Oxford, recently told a newspaper representative that it is a great international task is probably the most important of its kind ever undertaken. "The entire sky," he said, "is to be photographed twice, that is, with a short and a long exposure. Each of the eighteen observatories participating will take about 1,200 photographs. The work has gone on continuously since 1872, and our task is now practically completed. The total number of photographs is the sky of which we shall have determined the positions and magnitudes will be about 200,000. Eighteen times that—to estimate the work of the other universities as well—brings the approximate total to nearly 4,000,000."

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**SHIPPING IN PORT**

STRAITERS

AMSTERDAM, British str., 3,385, T. A. Trigg, 4th Jan.—Cardiff 7th November, Coal, Admiralty.
AMSTERDAM, French str., 3,144, Martin, 5th Jan.—Singapore 28th Jan., General—Laque.
ASIA, British str., 2,936, H. Gankrover, 24th January—San Francisco Dec. 27th Mails and General—F. M. S. S. Co.
ATHOL, British str., 3,130, S. L. Sarby, 9th Jan.—Shanghai 5th January, General—Standard Oil Co.
BRAND, Norwegian str., 1,234, Iversen, 26th Jan.—Shanghai 22nd Jan., Sandwell—Aagaard, Thoresen & Co.
BYTO MARU, Japanese str., 1,813, Yatsuyangi, 24th January—Dairen 19th Jan., Coal—Mitsui Bussan Kaisha.
CHRYX, British str., 1,350, Lloyd Jones, 30th Jan.—Shanghai 26th January, General—Butterfield & Swire.
CHONGHONG, British str., 1,265, V. M. Liddell, 8th January—Pakhoi 6th Jan., General—Jardine, Matheson & Co.
CHONGHONG, British str., 1,199, F. Mooney, 17th Jan.—Hongkong 15th Jan., General—Jardine, Matheson & Co.
CHOWTA, German str., 1,115, Hayenga, 7th Jan.—Hohow 5th Jan., General—Butterfield & Swire.
CHUN SANG, British str., 1,418, Alcock, 12th January—Java 3rd January, General—Jardine, Matheson & Co.
COVER, British str., 3,185, Jackson, 20th Jan.—Shanghai 16th Jan., Ballast—Asiatic Petroleum & Co.
EMPRESS OF INDIA, British str., 5,940, S. Robinson, 20th January—Vancouver 28th Dec., Mails and General—Canadian Pacific Railway Co.
EUPHROSINE, British str., 3,918, G. Branstom, 2nd January—Tientsin 14th Jan., General—Asiatic Petroleum Co.
FOOKANG, British str., 1,987, T. A. Mitchell, 26th Jan.—Mojit 21st January, General—Jardine, Matheson & Co.
FRI, Norwegian str., 860, Andersen, 29th Jan.—Chetoo 23rd January, General—Aagaard, Thoresen & Co.
FUKU MARU, Jap. str., 4,189, H. Tomijima, 30th Jan.—Mojit 25th January, Coal—Mitsui Bussan Kaisha.
GERMANIA, German str., 1,714, Frowden, 22nd Jan.—Singapore and Hallow 21st Jan., Wood and General—Jensen & Co.
HAIKING, British str., 1,267, W. C. Passmore, 28th Jan.—Swatow 27th Jan., General—Douglas, Lapsack & Co.
HALDIS, Norwegian str., 1,065, G. Solberg, 30th Jan.—Braycot 21st January, Birz and General—Aagaard, Thoresen & Co.
HANGSANG, British str., 1,356, Spencer Wilde, 27th Jan.—Shanghai and Swatow 26th Jan., General—Jardine, Matheson & Co.
HANOI, French str., 742, Le Chevalier, 29th Jan.—Haiphong and Pakhoi 23rd Jan., General—A. H. Marty.
HELEN, German str., 771, Bendixen, 28th Jan.—Hallow 27th Jan., General—Jensen & Co.
HUICHOW, British str., 1,217, Forey, 16th Jan.—Hongkong 13th January, Coal—Butterfield & Swire.
JOHANN, German str., 952, M. Inland, 25th Jan.—Singapore 14th and Hallow 23rd Jan., General—Jensen & Co.
KAIBONG, British str., 987, Sidford, 25th Jan.—Hallow 18th and Cebu 20th Jan., General—Butterfield & Swire.
KASHING, British str., 1,145, Lovers, 31st Jan.—Chetoo 24th Jan., General—Butterfield & Swire.
KUMANG, British str., 2,076, W. G. G. Lezak, 30th Jan.—Saigon 27th Jan., Rice and General—Jardine, Matheson & Co.
KWONGSANG, British str., 1,423, W. F. Bichard, 29th Jan.—Shanghai and Swatow 28th Jan., General—Jardine, Matheson & Co.
LOCHSUN, German str., 1,020, W. Taubert 27th January—Bangkok 20th January, General—Butterfield & Swire.
LUCERO, British str., 1,234, Mathie, 17th Jan.—New York 1st and Algiers 15th Dec., General—Arnold, Kirby & Co.

MAHEW, German str., 991, C. Jan.—Saigon 27th Jan., Rice—Mandarin Maru, Japanese str., 3,28th Jan.—Mikie 22nd Jan., Coal—Bussan Kaisha.
MATHILDE, German str., 831, City 27th January—Haiphong and Hallow 27th Jan., Rice and General—Jensen & Co.
MATSANG, British str., 1,644, G. S. 27th January—Sandakan 21st Jan., and General—Jardine, Matheson & Co.
MEEFOO, Chinese str., 1,339, G. Froberg, Jan.—Shanghai 24th January, General—C. M. S. N. Co.
ONSHANG, B. str., 1,789, E. J. Buller, Jan.—Jingwan 18th Jan., General—China Engineering & Mining Co.
PAKHOT, British str., 1,227, Gibbs, 23rd Jan.—Hongkong 21st Jan., Coal—Butterfield & Swire.
PARLAT, German str., 1,018, Treb, Wenz 28th Jan.—Bangkok 18th January—Butterfield & Swire.
PITSAVULOK, German str., 1,267, D. Deimert, 28th January—Saigon 23rd Jan., Rice—Butterfield & Swire.
PERISA, British str., 2,744, A. Lockett, 16th Jan.—Manzanilla and Mexico 20th Dec., General—Eng Hook Tong S.S. & Co.
PREVUPENN, British str., 1,085, Jan. H. Scott, 27th Jan.—Saigon 22nd January, Rice—Wo Fat Sing.
PRONTO, Norwegian str., 838, Thomas Soberg, 5th January—Dahly via Chetoo 30th Dec. Beans—Order.
PROTESILAVS, British str., 6,104, D. P. Campbell, 22nd Jan.—Tacoma 27th December, Flour, Salmon, &c.—Butterfield & Swire.
PROSPER, Norwegian str., 924, Karsten Larsen, 21st Jan.—Nassau Bay 19th Jan., Salt—Aagaard, Thoresen & Co.
RAJAH, German str., 1,475, H. C. Reher, 12th Jan.—Bangkok 4th Jan., Rice and Teakwood—Butterfield & Swire.
SABINE RICKERS, Dutch str., 573, P. Fries, 21st Jan.—Tamsui 19th January, Ballast—Asiatic Petroleum & Co.
SARAPEDON, British str., 3,022, W. G. Beraz, 31st Jan.—Singapore 25th Jan., General—Butterfield & Swire.
SHAUGHING, British str., 1,307, Wavell, 24th January—Swatow 23rd January, Ballast—Butterfield & Swire.
SOSHU MARU, Japanese str., 1,119, K. Suka-wa, 29th Jan.—Swatow 28th Jan., General—Osaka Shosen Kaisha.
STORE NORSEK, Danish str., 596, C. Topte, 21st Jan.—from Sga.—G. N. Telegraph & Co.
STREATHILLAN, British str., 2,016, D. MacPhoe, 28th Jan.—Mojit 22nd January, General—Portland & Asiatic S.S. Co.
TAIRHUY, Chinese str., 1,216, R. G. Patamoro, 31st Jan.—Shanghai 28th Jan., General—C. M. S. N. Co.
TAITAN, British str., 1,459, D. Dawson, 11th Jan.—Australian, Melbourne 9th Dec., Teakwood and General—Butterfield & Swire.
TOUAREG, French str., 615, E. de Catalano, 29th Jan.—Haiphong 27th Jan., General—Messageries Maritimes.
ULV, Norwegian str., 1,234, Paterson, 29th Jan.—Dahly 27th January, Beans—Aagaard, Thoresen & Co.
VESTFOLD, Norwegian str., 1,172, Bertelsen, 28th Jan.—Bangkok 18th Jan., General—China-Siam S. N. Co.
WAKAMATSU MARU, Japanese str., 1,722, U. Akawa, 16th Jan.—Wakamatsu 11th Jan., Coal—Mitsui Bishi Goshi Kwaisha.
YUKAWA, British str., 1,128, P. H. Rolfe, 31st Jan.—Manila 28th January, General—Jardine, Matheson & Co.

BEKANNTMACHUNG.
Die amtlichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1911 im OSTARISCHEN LLOYD, der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.
KAISERLICH DEUTSCHES KONSULAT.
Canton, 15. Dezember, 1910. [1403]

BEKANNTMACHUNG.
Die Bekanntmachungen aus dem genies Händelsregister, sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1911 durch den
"OSTASIATISCHEN LLOYD"
erfolgen.
KAISERLICH DEUTSCHES KONSULAT.
Swatow, den 21. Dezember 1910. [1424]

BEKANNTMACHUNG.
Die amtlichen Veröffentlichungen des Konsulats Pakhoi-Hohow werden im Jahre 1911 durch den
"OSTASIATISCHEN LLOYD"
erfolgen.
KAISERLICH DEUTSCHES KONSULAT.
Pakhoi, den 20. Dezember 1910. [1433]

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IN CAPSULES, IN WINE, AND IN SYRUP

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SOLE AGENTS IN
HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

ARBITRATION WITH THE UNITED STATES.

AN INTERNATIONAL COURT.
(FROM THE TIMES CORRESPONDENT.)

WASHINGTON, Dec. 23.

As I have indicated in telegrams there has been recently an important development in the American policy concerning international arbitration. It is proposed to supplement the Court of Arbitration, about the eventual establishment of which the Government is sanguine, by treaties of arbitration modelled after the abortive Olney-Pauncefote Treaty of 1897. The possibility of an effort to substitute some such agreement for the Anglo-American Arbitration Treaty of 1903 has been clearly foreshadowed. The President in his speech before the American Society for the Judicial Settlement of International Disputes last week expressed himself strongly in favour of the step. After alluding to what international arbitration has already done, he said—

If now we can not obtain and put through a positive agreement with some great nation to abide the adjudication of an international arbitral court in every issue which cannot be settled by negotiation, no matter what it involves, whether honour, territory, or money, we shall have made a long step forward by demonstrating that it is possible for two nations at least to establish as between them the same system of the process of law that exists between individuals under a Government.

It is generally believed that by "some great nation" the President meant Great Britain, and that in expressing himself as he did he gave the sanction of his Government to similar suggestions already let fall by Mr. Root and Mr. Carnegie.

At present Anglo-American relations are ruled by the Treaty of 1903. That Treaty is now thought to be inadequate. Its scope is narrow. It is by no means a Treaty of unconditional arbitration such as the Olney-Pauncefote Treaty, to a great extent, would have been, and as the Treaty now in force between Argentina and Chile, Norway and Sweden, Belgium and Holland. Like most other arbitration treaties concluded since the last Hague Conference it merely provides that—

Differences of a local nature or relating to the interpretation of treaties . . . shall be referred to the Permanent Court of Arbitration established at The Hague by the Convention of July, 1899, provided, nevertheless, that they do not affect the vital interests, the independence, or the honour of the two contracting States.

THE OLNEY-PAUNCEFOTE TREATY.

It is beginning to be felt essential that, if the Arbitral Court be established, it should be endowed with better auxiliary machinery than the Hague Court at present has; and in no way, it is thought, can the building of that machinery be better initiated than by another such compact as the Olney-Pauncefote Treaty. Accepted by Great Britain, but defeated in the Senate in 1897 by a margin of only three votes, partly on account of Irish-American agitation, the Olney-Pauncefote Treaty provided for a comprehensive scheme of Anglo-American arbitration. It appointed a small Court of two nationals for the settlement of small legal matters, with appeal to a larger Court of four nationals. Both Courts were empowered to conduct an umpire so as to secure finality. More important legal matters were to go straight to the larger Court. No deal with disputes affecting territory a Court of six nationals was contemplated. For final decision of such disputes a majority of five to one was necessary, unless it should by mutual consent be decided otherwise. Failing decision, mediation by a third Power was to be sought before hostilities.

Differences between the new Treaty and the old would, of course, be inevitable and necessary. Mediation by a third Power would be replaced by appeal to The Hague Tribunal or, when and if it is constituted, to the Arbitral Court. That, indeed, is the key to the scheme. It is felt that thus the two forms of international arbitration would be ideally combined. The pure principle of arbitration by neutrals, while sustained and fortified, would not be allowed to interfere with the principle of arbitration by nationals so successfully forwarded by the Anglo-Saxon races in recent years by the establishment of International Commissions for the settlement, for instance, of various Canadian questions—Commissions which, as the recent Anglo-American Pecuniary Claims Agreement shows, may easily grow to be invested with judicial functions. It might also be necessary to modify the powers given to the Olney-Pauncefote Commissioners. It is possible, for instance, that the Senate might prefer a scheme by which the Commissioners should be constituted merely to report to their respective Governments. Thus the Senate would have an opportunity of asserting itself, if it saw good, and, by refusing to accept the report, of appealing the case. Such a plan would also disarm any opposition that there might be when it came to investing Commissioners of the two nations with general powers of arbitration, on the ground that by so doing a return would have been made to principle and ante-date the first Hague Conference, and the growth of the system of neutral arbitration that has sprung from it.

Not that in practice there would be much difference between the two alternatives. In both cases countries would be given an opportunity of submitting, in the first instance, their disputes to nationals. Only important or especially controversial cases would be likely to be appealed to The Hague Tribunal or to the Court of Arbitration. The advantages of such procedure are obvious. Time, money, and, in some cases, friction would be saved to the nations; dignity and leisure for important work would be assured to the higher tribunal. Small wonder, therefore, that the idea finds favour in many American quarters of reconstituting the Olney-Pauncefote Treaty, of adapting it to the times, and of eventually weaving around it a net-work of similar treaties with other Powers.

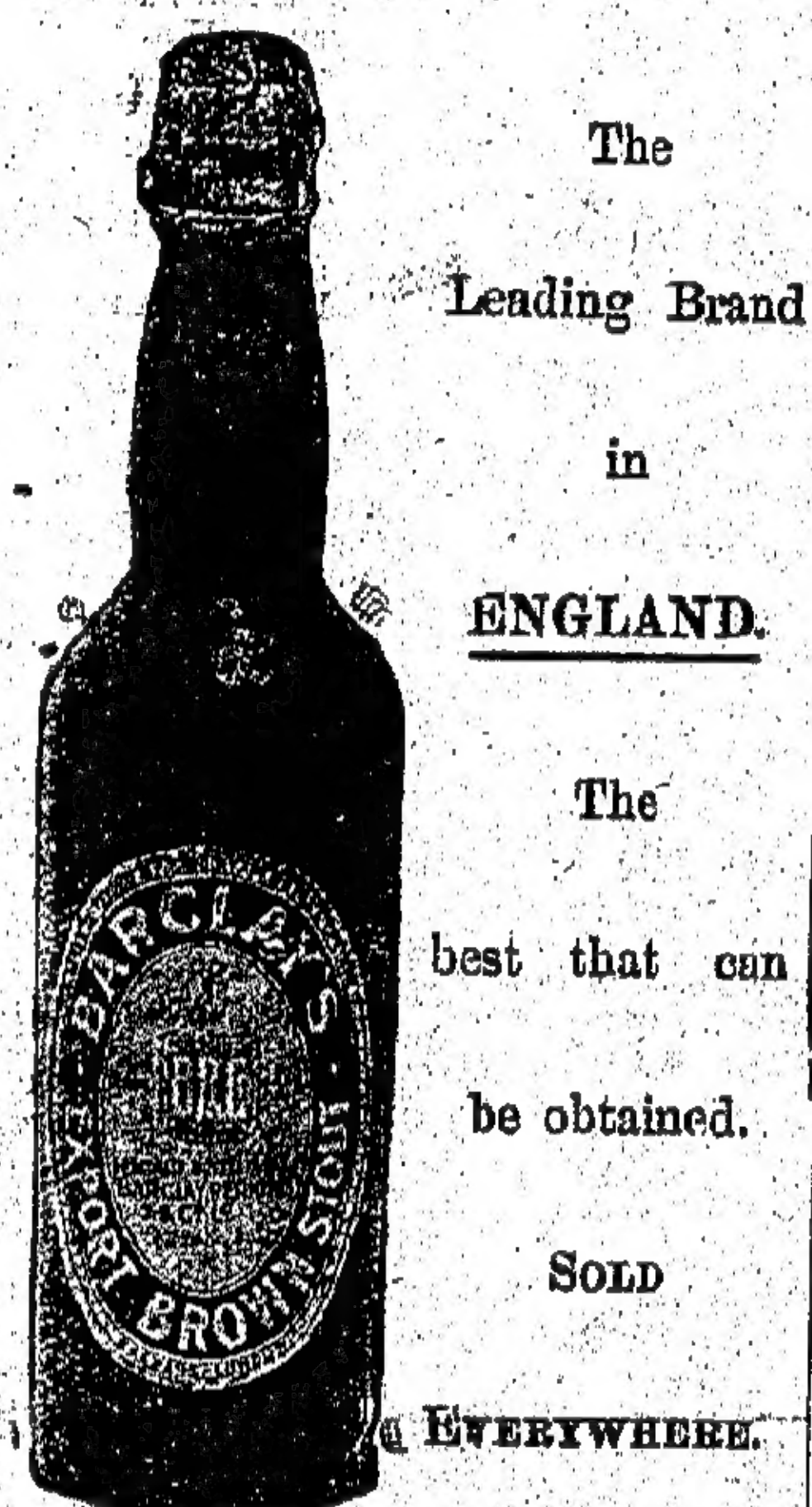
LATEST STEAMER MOVEMENTS.

The "Ben" Line str. *Bentwaters* from Antwerp and London, left Singapore on the 29th ultimo, for this port.
The H.A. Line str. *Sambha* left Singapore on the 29th ult. p.m., and may be expected here on or about the 4th instant.
The Carlowitz & Co. str. *Ischia* left Singapore for this port on the 31st ult., and may be expected here on or about the 7th instant.
The Apsar str. *Gregory* from Calcutta left Singapore on the 1st instant morning, and may be expected here on or about the 7th inst.
The C.F.R. Co.'s str. *Montezuma* arrived at Shanghai at 10 a.m. on the 28th ultimo, and left again at 11 p.m. same day for Moji, where she was due to arrive at 4 p.m. on the 30th ult.
The N.Y.K. str. *Benue* (Bombay Line) left Moji for this port on the 31st ultimo, and is expected here on the 5th inst.

A WOMAN'S EXPERIENCES IN ANNAM.

At Burlington House recently an address on her experiences among a strange people was given by Mme. Gabrielle M. Vassal at the special request of the Royal Geographical Society. Mme. Vassal is the wife of a French doctor who was attached to the Eastern Institute of Nhatrang, a little village on the coast of Annam, one of the least-known countries of French Indo-China, where she lived for three years. She said that servants there had the habit of washing all dishes under the table. Bananas cost one penny a dozen, and eggs were a dozen for 5d. Men and women in Annam dressed alike, wearing trousers and tunics, and their physiognomy was more Japanese than Chinese. There was no permanent aristocracy in Annam, except that of the Royal family; and titles depended upon merit, especially through examinations. Dealing with the Mont, the savage aborigines who had been driven to the hills, Mme. Vassal said that what the women in the interior lacked in clothes they made up in jewellery, usually necklets of beads. She described a buffalo sacrifice, ordered to ward off an epidemic, where the animal was tied to a stake, and after a long oration by a priest, who then stabbed it, it was cut up by a number of men dressed in animals' clothing.

BARCLAY, PERKINS' FAMOUS London Stout.



SOLE AGENTS FOR CHINA:
DADY BURJOR & Co.
Wholesale Wine & Spirit Merchants.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
Kobe & Yokohama	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	About 7th February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"DEREFLINGER," Capt. G. MEINERS	17,000	Wedday, 8th Feb., at Noon.
SHANGHAI, TSINGTAU, KOBE, YOKOHAMA	"YORCK," Capt. J. RANDESMANN	17,000	About 8th February
KUDAT & SANADAKAN	"BORNEO," Capt. F. SEMBIL	5,050	Middle of Feb.
MANILA, YAP, ANGAUR, MARONNI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND," Capt. D. LENZ	6,000	Saturday, 25th Feb., at 11 light

All the Steamers of the European Line are fitted with Wireless Telegraphic System of Telefunken.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 2nd February, 1911.

PASSENGER SEASON 1911. IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

STEAMERS	Displacement.	ON	DATE.
"PRINCESS ALICE" - Capt. P. GROSCH.	20,300	ON	MARCH 22ND.
"LUETZOW" - Capt. B. WILHELM.	17,300	ON	APRIL 5TH.
"KLEIST" - Capt. O. FAHNE.	17,000	ON	APRIL 19TH.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic System of Telefunken.

Early booking recommended.
For Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.

Hongkong, 10th November, 1910.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 31st inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
General Managers.

Hongkong, 24th January, 1911. [15]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, SINGAPORE AND SAIGON.

THE Company's Steamship

"KUNSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

A Fire having occurred on board during the voyage Consignees of Cargo from CALCUTTA, PENANG and SINGAPORE are notified that they will be required to sign a General Average Bond and pay a deposit on their Cargo before Bills of Lading are countersigned. Damaged Cargo is being landed into the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godown for Survey. Small Cargo impeding the discharge or remaining on board after 4 p.m. on the 2nd Feb. will be landed at Consignees' risk and expense.

No Fire Insurance is being or will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.
General Managers.

Hongkong, 31st January, 1911. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZEE AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 4th Feb. at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 30th January, 1911. [1]

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, VIA MOJI, KOBE, & YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP TONS CAPTAIN TO SAIL

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

King's Building (Opposite Blake Pier).

FRED J. HALTON, AGENT.

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC VIA HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
"MONGOLIA"	27,000	SATURDAY, 11th Feb., at 1 P.M.
"PERIA"	9,000	FRIDAY, 3rd March, at 1 P.M.
"KOREA"	18,000	FRIDAY, 10th March, at 1 P.M.
"SIBERIA"	18,000	FRIDAY, 24th March, at 1 P.M.

• Twin Screws. † Triple Screw Steamer. ‡—Via Manila.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 11th February, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S. P. & M. H. Services, U.S. Consuls, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

ASIA 9,500 Tons SATURDAY, 4th Feb., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 31st March, at 1 P.M.

THE S.S. "ASIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 4th February, at 1 P.M.

On the Fine Mail Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG TO SAN FRANCISCO via New York £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Connecting Steamers from Colombo to	Due Marseilles (Brindisi 2 days earlier)	Due FLYMOOTHS (London 1 day later)
to	HONGKONG	MARSEILLES & LONDON	SATURDAY	FRIDAY
Colombo				
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons
DELHI	8000	February 4	MANTUA	11000
ARCADIA	7000	February 18	MALWA	11000
ASSAYE	7500	March 4	MACE DONIA 10500	
MARMORA	10500	March 18	(Through Steamer calling at Bombay)	
DEVANHA	8000	April 1	MOLDAVIA	10700
DELHI	8000	April 15	MONGOLIA	10900
ASSAYE	7500	April 29	MOOREA	11000
DELTA	8000	May 13	MOOLTAN	10000

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71 10s. SINGLE. £105 14s. RETURN.
2nd " £48 3s. " £72 12s.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SUNDIA	January about	March 11
• NUBIA	February 3	March 25
• SYRIA	March 8	April 24
• NORE	March 22	May 9
• PALAWAN	April 5	May 22
• BORNEO	April 19	June 5
• SICILIA	May 3	June 19
• SUMATRA	May 17	July 1
• NILE	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):
1st SALOON £55 5s. SINGLE. £82 10s. RETURN.
2nd " £38 10s. " £57 4s.

Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

[1002]

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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	About 3rd Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 4th Feb.	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	NUBIA	About 8th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE	About 9th Feb.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA	About 22nd Feb.	Freight only

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 2nd February, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
HAIPHONG	"CHIHUI"	On 3rd Feb., 10 A.M.	
SHANGHAI	"CHENAN"	On 4th Feb., 11 P.M.	
MANILA, ILOILO & CEBU	"TEAN"	On 7th Feb., 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 7th Feb., 4 P.M.	
SHANGHAI	"LINAN"	On 9th Feb., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked-through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

MANILA CARNIVAL 21st to 23rd February. Special Reduced Rate, \$50 Return.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
HONGKONG, 2nd February, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHEW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 3rd Feb., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 7th Feb., at 11 A.M.

For SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 5th Feb., at 10 A.M.
----------	---------------------	------------------------------

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd February, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMERS.	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"FEDDO"	Middle of February.

For Freight and Further Particulars, apply to

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 3rd January, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, KOBE & MOJI	"NAMSANG"	Thursday, 2nd Feb., 10 A.M.	
SHANGHAI	"HANGSANG"	Friday, 3rd Feb., Noon.	
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 4th Feb., Noon.	
MANILA	"YUENSANG"	Saturday, 4th Feb., Noon.	
BANDAKAN VIA JESSELTON	"MAUSANG"	Monday, 6th Feb., Noon.	

FOR THE MANILA CARNIVAL

FEBRUARY, 21st to 28th 1911.

A Special Reduced Fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th-February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dava, Simporna, Two Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER

Hongkong, 2nd February, 1911.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About 25th February.

For Further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 2nd February 1911

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MIYASAKI MARU Capt. T. Murai	9,000	WED'DAY, 15th Feb., at Daylight
	KITANO MARU Capt. E. Cope	9,000	WED'DAY, 1st March, at Daylight
	IYO MARU Capt. R. Takada	7,000	WED'DAY, 15th March, at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Hiortdahl	7,000	SATURDAY, 25th Feb., from Kobe
	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 28th Feb., at Noon.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 28th March, at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 17th Feb., at Noon.
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th March, at Noon.
KOBE and YOKOHAMA	IYO MARU Capt. R. Takada	7,000	THURSDAY, 2nd Feb., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 7th February.
SHANGHAI, KOBE and MOJI	HAKATA MARU Capt. A. Mooker	7,000	WED'DAY, 15th February.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 15th Feb., at Noon

Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	To London, per New Steamer:
KITANO	9000	1st Mar.	1st Class S Y 550.00
IYO	7000	15th "	" " " 2nd Class S R 325.00
HIRANO	9000	29th "	" " " 1st Class S R 540.00
TANGO	8000	12th April	" " " 2nd Class S R 350.00
KAMO	9000	26th "	" " " 1st Class S R 750.00
AKI	7000	10th May	" " " 2nd Class S R 350.00
MISHIMA	9000	24th "	" " " 1st Class S R 495.00

To Pacific Coast Common Points:

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
AWA MARU	7000	28th Feb.	1st Class S \$230
INABA	7000	28th Mar.	2nd Class S \$21
TAMBA	7000	25th April	To London via New York: 1st Class S \$260
AWA	7000	23rd May	via St. Lawrence: 1st Class S \$259

For further information as to Freight, Passage, Sailings, &c., apply at

14-40 J T. KUSUMOTO, MANAGER.

HAMBURG-AMERIKA LINIE

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAYRE, BREMEN & HAMBURG:
S.S. SAMBIA ... 5th Feb.	S.S. SLAVONIA ... 2nd Feb.
S.S. SILESIA ... 10th Feb.	S.S. HELLAS ... 9th Feb.
S.S. PREUSSEN ... 27th Feb.	FOR MARSEILLES, HAMBURG & ANTWERP:
S.S. RHEINFELDS ... 12th March	S.S. SAXONIA ... 12th Feb.
S.S. SENEGAMBIA ... 22nd March	FOR HAYRE, ROTTERDAM & HAMBURG:
S.S. SUEVIA ... 7th April	S.S. REGOVIA ... 15th Feb.
S.S. BAYERN ... 20th April	FOR BREMEN & HAMBURG:
S.S. ARABIA ... 3rd May	S.S. SPEZIA ... 23rd Feb.
	FOR ROTTERDAM & HAMBURG:
	S.S. LIBERIA ... 2nd March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 2nd February, 1911.

Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 22nd Feb., at Noon
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 7th Mar., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU"	THURSDAY, 2nd Feb., at 10 A.M.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 5th Feb., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHEW	"BUJUN MARU"	WED'DAY, 8th Feb., at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	TONNAGE	CAPTAIN	DATE OF SAILING.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Feb. 17th, 1 P.M.
* TENNY MARU	21,000	E. Bent	FRIDAY, Feb. 24th, 1 P.M.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
* CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th February, at 1 P.M.

SOUTH AMERICAN LINE.

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

STEAMER	TONNAGE	CAPTAIN	DATE OF SAILING.
KIYO MARU	17,500	H. Nishi	TUESDAY, Feb. 21st, 1 P.M.
BERO MARU	10,500	K. Hashimoto	WED'DAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 P.M.

The Steamer "KIYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 21st February, at 1 P.M.

FARES FROM HONGKONG.

to SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-0-0, "
" "	" 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

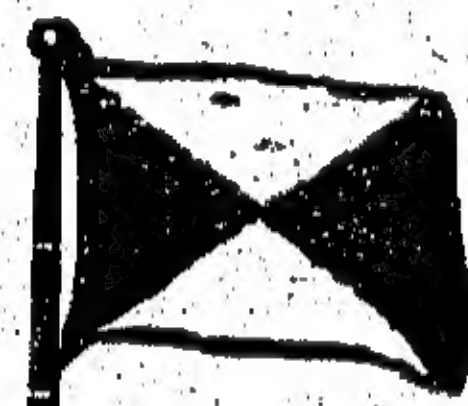
"TENNY MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 2 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Black Pier).



PHILIPPINES S.S. CO.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	4000	H. M. Inland	Manila, Cebu & Iloilo	On 3rd Feb., 4 P.M.
RUBI	4000	S. Crosby	Manila, Cebu & Iloilo	On 20th Feb., 4 P.M.

For Freight or Passage apply to

SHEWAN, TOMES & Co.

Hongkong, 2nd February, 1911

General Managers,
PHILIPPINES S.S. Co.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,

BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East—

16, DES VOEUX ROAD, HONGKONG.

Japan Office

32, WATER STREET

YOKOHAMA.

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"SHIRE" LINE OF STEAMERS, LTD

FOR LONDON AND ANTWERP.

THE Steamship "PEMBROKESHIRE," Capt. B. Hayes, will be despatched as above about 10th February. The attention of passengers is directed to the excellent accommodation afforded by this Steamer at Cheap Rates. She is fitted throughout with Electric Light and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LD.,
Agents.

Hongkong, 27th January, 1911.

HONGKONG TO NEW YORK.

AMERICAN & MANCHURIAN LINE.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

"KATUNA" ... On or about 14th February.

For freight and further information apply to—

SHEWAN, TOMES & Co.,
Agents.

AMERICAN & MANCHURIAN LINE

Hongkong, 25th January, 1911.

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FOR SALE!

STRONG STEEL-PLATED SAFES
OF THE FAMOUS GERMAN FACTORY

"OSTERTAGWERKE."

SAFES AND CASHBOXES IN STOCK AT RATES FROM
\$22 up to \$150.

The Safes may be seen at any time in the Offices of the Sole
Representative:

HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-31

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Arctia*, with the English Mail of the 6th ult., left Singapore, on Saturday, the 28th
January, at 6.30 p.m., and may be expected here to-day. This packet brings Parcel Mails
closed in London for despatch by the all sea route on the 23rd December, and for despatch
overland on the 4th instant.

The *Delhi*, with the Siberian Mail, is due to arrive here to-morrow.

The *Mongolia*, with the American Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Shanghai, Kobe and Moji	Namsang	Thursday, 2nd, 9.00 A.M.
Macao	Sui Tai	Thursday, 2nd, 1.15 P.M.
Haiphong	Chihli	Friday, 3rd, 9.00 A.M.
Swatow, Amoy and Fuzhou	Haiching	Friday, 3rd, 10.00 A.M.
Shanghai	Hangang	Friday, 3rd, 11.00 A.M.
Macao	Sui Tai	Friday, 3rd, 1.15 P.M.
Haikow and Pakhoi	Madilla	Friday, 3rd, 5.00 P.M.
Haiphong	Johanna	Friday, 3rd, 5.00 P.M.
Haikow	Helen	Friday, 3rd, 5.00 P.M.
Manila	Yuenang	Saturday, 4th, 10.00 A.M.
Manila, Pongay and Calcutta	Fookang	Saturday, 4th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
HONOLULU and SAN FRANCISCO
(SIBERIAN MAIL TO EUROPE)

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to 11.00 Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed to-morrow
at 5 p.m.

SHANGHAI SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Tamsui
Jesselton, and Sandakan
Swatow, Amoy and Fuzhou
Manila, Port Darwin, Thursday Island,
Cocktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New Zealand,
Dunedin, Melbourne, Adelaide, Perth,
and Fremantle

Manila, Cebu and Iloilo

Timor, Port Darwin, Thursday Island,
Cocktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New
Zealand, Dunedin, Melbourne, Adelaide,
Perth and Fremantle

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to 11.30 Extra
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for departure of the mail.
Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail)

Manila, Cebu and Iloilo

Shanghai

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
VICTORIA & VANCOUVER (B.C.)

MONY LETTERS.—The Post Office declines all responsibility for unregistered letters
containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO
enquiries into alleged losses of such (Postal Guide 121).

Mails for "CANTON," "WUCHOW" and "SAMSHU" will be closed on week-days at 7.30 a.m.
and at 6 p.m. until further notice.

A Mail for MACAO is despatched per s.s. *Sui An* on week-days at 7.15 a.m., on Sundays
the mail for Macao is closed at 8 a.m.

Mails for NANTAU and SUABU, are closed every week-day at 6 p.m.

Mails for "KONGMOON" and "KUMCHUR," are closed on week-days at 6 p.m. On
Sundays the mails are closed at 9 a.m.

A mail for Long Island (Cheung Chow) will be despatched per steam launch *Hoi-yuen*
daily at 2.30 p.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

Local Deliveries.—Separate boxes have been provided for posting Correspondence for the
Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the
Veranda in Queen's Road.

REGISTRATION.—Correspondence can be registered for mails to Europe, Canada and America
up to an hour before the time of closing. With a late fee of 10 cents, registered articles for
despatch by these packets will be accepted up to a quarter of an hour before the time of closing the
ordinary mail. Registered mails to Shanghai, Japan, Straits, India, Manila and Australia
other than contract packets close half an hour before the ordinary mails and to the Coast Port
quarter of an hour before the ordinary mails.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

HALL'S SANITARY DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, in-
cluding rich dark as well as light shades.
It contains no lead, therefore ceilings coated
with white or tinted Hall's Distemper do
not turn black with sulphur.

It sets the hardest of any article yet offered,
and neither cracks, blisters, nor peels off.
It is washable three weeks after being applied.
It is a strong disinfectant and should be used in
all fever or infectious cases as recommended
by the medical faculty.

It is non-poisonous and clean in working.
It destroys fleas, bugs, and other objectionable
insects.

Many of the colours will stand on new plaster
walls.

The advantages of using a paint which contains an effective microbe destroyer are
obvious. A distinct advantage is the readiness with which it may be cleaned without
injuring it.

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG.

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COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

February 1st

ON LONDON:—	
Telegraphic Transfer	1.94
Bank Bills, on demand	1.93
Bank Bills, at 30 days' sight	1.93
Bank Bills, at 4 months' sight	1.94
Credit, at 4 months' sight	1.10
Documentary Bills 4 months' sight	1.10
ON PARIS:—	
Bank Bills, on demand	227
Credit, at 4 months' sight	231
ON GERMANY:—	
On demand	184
ON NEW YORK:—	
Bank Bills, on demand	43
Credit, at 60 days' sight	44
ON BOMBAY:—	
Telegraphic Transfer	133
Bank, on demand	133
ON CALCUTTA:—	
Telegraphic Transfer	133
Bank, on demand	133
ON SHANGHAI:—	
Bank, at sight	74
Private, 30 days' sight	75
ON YOKOHAMA:—	On demand
	38
ON MANILA:—	On demand—Pesos
	38
ON SINGAPORE:—	On demand
	76
ON BATAVIA:—	On demand
	107
ON HAIKOW:—	On demand
	1
ON SAIGON:—	On demand
	1
ON BANGKOK:—	On demand
	85
SOYERINGS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tole	24
SILVER, per oz.	24

SHARE LIST.—QUOTATIONS.

HONGKONG, FEBRUARY 1ST, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$925
National Bank of China, Limited	99,925	\$7	\$6	\$289.10/-
Bank of China, Limited	8,604	12/6	12/6	\$8, buyers
China Bank, Limited	60,000	\$12	\$12	\$9
China Light and Power Company, Limited	50,000	\$10	\$10	\$1
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$1
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 50
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$46.60, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 53
Laou-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	\$17 1/2, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53 1/2, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, buyers
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$6
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 67
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 100
Feenick & Co., Limited	18,000	\$25	\$25	\$5
Green Island Cement Co., Limited	400,000	\$10	\$10	\$3 1/2
Hongkong and China Gas Co., Limited	7,000	\$210	\$210	\$205
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$21, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$103, buyers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$65, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$130, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$13 1/2
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$120, sales
China Traders Insurance Co., Limited	24,000	\$85.33	\$25	\$355, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$365
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 16 1/2, sellers
Union Assurance Society, Limited	12,400	\$250	\$100	\$225
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$100	\$97, x d.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 98
West Point Building Co., Limited	12,500	\$50	\$50	\$43, x d. buyers
MINES.—				
Société Française des Charbonnages du Tonkin	16,000	Fes. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	200,000	\$10	all	\$3
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$10	all	\$13, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$115, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$18, sales
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7 1/2, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$17, sal. & buy.
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$30 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$6
60,000 def.	\$5	all	\$6	\$25.7.6
Shell Transport & Trading Co., Limited	2,300,000	\$1	\$1	\$90/- buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$23
South China Morning Post, Limited	10,000	\$10	\$5	\$12
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$2 1/2
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$5, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$11 1/2, sellers
102 fbers	\$10	\$10	\$100	\$100
Union Waterboat Co., Limited	50,000	\$10	\$10	\$7 1/2

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

HONGKONG TIDE TABLE.

From February 2nd to 8th, 1911.

Days of Week.	Days of Month.	HIGH WATER.		LOW WATER.	
		H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Thurs.	2	h. m.	ft. in.	h. m.	ft. in.
		0 7	4 6	5 40	0 7
Fri.	3	11 7	4 3	4 30	3
		0 35	4 7	5 24	3 0
Sat.	4	1 16	4 9	6 11	1 5
				6 27	3 0
Sun.	5	0 46	6 0	7 28	2 0
		2 1	5 2	7 44	3 1
Mon.	6	1 53	5 6	8 7	2 5
		2 53	5 6	9 24	2 9
Tues.	7	3 31	4 5	8 49	3 0
		3 50	6 0	11 13	2 5
Wed.	8	5 22	4 1	9 38	3 4
		4 50	6 4		

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 1st.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.72	29.79	29.72
Temperature	65	70	69
Humidity	94	92	82
Wind Direction	ENE	NW	
Force	1	1	0
Weather	o	o	o
Rain	—	0.03	—
Highest open air Temperature on 31st.	63		
Lowest open air Temperature on 31st.	64		

THE MOST CELEBRATED CIGARETTES IN THE WORLD.

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT
VIRGINIA TOBACCO AND PACKED IN AIR-TIGHT

TINS OF 50.

ASK FOR MAGNUMS

(HAND-MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS.

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BRISTOL AND LONDON.

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Milkmaid
BRAND
Milk



LARGEST SALE

in the

WORLD.

As a guarantee

of Quality,

see the

MILKMAID

on every Tin.

Another Famous Product of the above Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICES:

20 Cents Per Tin.

\$2.30 Per Doz. Tins.

\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co.

K'WAN T'EE, Queen's Road Central.

CHEONG T'EE, Queen's Road Central.

JAN T'UNG, Queen's Road East.

NAM HING LOONG, Queen's Road Central.

MUTUAL STORES, Queen's Road Central.

HONGKONG CO-OPERATIVE SOCIETY, 11, Caine Road.

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CROSSLEY BROTHERS, LTD.

OPENSHAW, MANCHESTER.

MAKERS OF:

GAS & OIL ENGINES,

MARINE ENGINES,

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CARS.

GAS PLANTS

FOR

POWER

AND HEATING

PURPOSES, TO

WORK WITH ALL

KINDS OF FUEL.

SUCTION

AND

PRESSURE SYSTEMS.

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PLANTS, &c.

HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT

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W. R. LOXLEY & CO.,

YORK BUILDINGS.</